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OF THE

CITY OF BOSTON,

FOR THE YEAR 1871.

IN THREE VOLUMES.

VOLUME II.

CONTAINING DOCUMENTS FROM No. 26 TO No. 49, INCLUSIVE.

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CITY OF BOSTON.

REPORT OF THE HEARING

BEFORE THE

SPECIAL COMMITTEE OF THE COMMON COUNCIL

ON THE SUBJECT OF

ABOLISHING THE TOLLS

ON THE

EAST BOSTON FERRIES.

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SPECIAL COMMITTEE OF THE COMMON COUNCIL, ON EAST BOSTON FERRIES.

PRELIMINARY MEETING.

The Special Committee of the whole Council, to whom were referred the petitions for a public hearing on the subject of abolishing the tolls on the East Boston Ferries, held a private meeting at the Council Chamber on Tuesday, April 4, at four o'clock, P. M., at which the following rules were adopted to govern the hearings: —

The petitioners for the hearing shall be called upon first to present their objections to the proposed abolition of tolls. They may appear in person or by counsel.

After a full hearing of said petitioners, the citizens of Boston in favor of the abolition of tolls shall be heard in person or by counsel.

Persons called, or volunteering, to testify, or make statements at the hearings, may be cross-examined in accordance with the rules of Court, by the counsel for the opposite side to that for which they appear.

The Chairman of the Committee may question witnesses at the close of their direct or cross-examination; and any member of the Committee may question the witnesses in the same manner, upon rising in his place and being announced by the Chairman. Not more than one member of the Committee shall question a witness at the same time; and no member of the Committee shall interfere with the direct or cross-examination of a witness by counsel.

If any objection or point of order is raised by counsel, or witnesses, or any member of the Committee, in regard to the manner of conducting the hearing, which is not covered by the rules herein laid down, the Chairman shall decide upon it; and his decision shall not be subject to exception by the counsel or witnesses; but any member of the Committee may appeal from the decision, and the question of appeal shall be taken without debate.

When the petitioners, and others interested, have been heard in the order herein stated, those in favor of, and those in opposition to, the proposed abolition of tolls, shall each have one hour for the presentation of their arguments in person or by counsel; and those opposed to the abolition of tolls (the petitioners) shall have the closing argument.

At the conclusion of the arguments for both sides, the Chairman shall announce that the hearing is closed.

The question of abolishing the tolls shall not be open for discussion in the Committee; but the Chairman shall return the papers to the Council at the next regular meeting after the conclusion of the hearing, with a report that a hearing has been given to the parties interested, in accordance with the instructions of the Council.

FIRST HEARING.

FRIDAY EVENING, APRIL 7.

THE Committee was called to order at 7½ o'clock, by Hon. MATTHIAS RICH, President of the Common Council, who made a brief statement of the object of the meeting as follows: —

The gentlemen of the Committee, and the gentlemen who have met here to-night, who are interested in this matter, are doubtless aware that two weeks ago an order, which looked to the operating of the ferries between the city proper and East Boston, free of toll for the ensuing year, was passed by the Board of Aldermen, and came down for concurrent action by the Common Council. During its discussion in the Council, several petitions were presented, signed by gentlemen respectable in number, and in standing and position, desiring a hearing, before the Council took final action in the matter; and the result was, that the subject under consideration, together with the petitions that were presented, were referred to a Committee of the Council, consisting of all the members. That Committee have held a preliminary meeting, at which they organized, and adopted certain rules and regulations, by which they propose to govern themselves and govern the hearing, — which the gentlemen of the Committee will find upon their desks, and with which the Counsel, and friends who are interested in the matter, will be supplied, — which will show the desire of the Committee in regard to the method of proceeding.

The petitions which were presented, and which were referred to the Committee, were as follows: —

Petition of John C. Bucknam, Lyman Nichols, James Cheever, Alpheus Hardy, and 77 others, tax-payers of the city of Boston,

that they may be heard in relation to the abolition of tolls on East Boston Ferries, before any order is passed on that subject.

The petition of George B. Chase, Samuel T. Morse, and 39 others, for the same purpose; of Charles B. Hall and others, for the same purpose; of John O. Poor and others, for the same purpose; of Isaac Rich and others, for the same purpose; of James M. Beebe, Gardner Brewer and others, for the same purpose; of John Foster, Nathaniel Whiting and others, for the same purpose; of George Woods Rice and others, for the same purpose; of George C. Richardson and others, for the same purpose; of George D. Baldwin and others for the same purpose; of Edward D. Peters, Wm. Hilton and others, for the same purpose.

These petitions, together with the order, were referred to the consideration of this Committee; and the meeting this evening is called to hear the petitioners, who, by one of the rules adopted by the Committee, are to be heard first. The Chair calls upon the petitioners to know whether they appear in person or by counsel.

Hon. CHARLES R. TRAIN. I have undertaken to represent the gentlemen who have petitioned the Council, so far as I can, upon this short notice; and I find myself in this unfortunate condition: I understand that the Council, on Tuesday evening, fixed upon this evening as the time when they would hear the petitioners, and at the same time passed certain rules which are to govern the hearing. On Wednesday afternoon, at the State House, application was made to me to know if I would undertake to conduct this hearing on the part of the petitioners, if I was desired so to do, and I replied that I knew of no reason why I could not do so. Late in the afternoon, I received a note from the gentlemen who had applied to me, saying that it was the desire of the petitioners, as far as he could ascertain, that I should appear, and I immediately sent word that I should want a conference for the purpose of arranging for the hearing, in

order that it might be a fit and proper hearing, and that no time should be consumed for want of necessary preparation before coming here. But unfortunately, yesterday was Fast Day, and I was unable to see either of the gentlemen whom I knew, and I have been unable to do so to day; nor have I had any time to consider the matter in my own mind until since the adjournment of the House, this afternoon. All the consideration that I have given it, I have given it by myself, without being able to confer with those whom I represent, or with any of the witnesses, or to gather up a great many facts which I deem to be of very great importance to this hearing.

I had hoped, therefore, that I should not be considered presumptuous, or as preferring an improper request, if I asked the Committee to postpone this hearing until such time as I may be able to present the case, as I view it, in a proper manner. It is a case of very great importance, not only to the petitioners, but to Ward One, which is directly interested, and it is just as important that it should be rightly decided as it is that there should be any investigation at all. It is an investigation which, as it seems to me, involves pretty deep inquiries, and one which would be best carried forward after careful preparation on the one side and on the other. I am aware that the gentlemen on the other side, having the time which I must necessarily take in putting in the case for the petitioners, will not feel so solicitous for delay as I am; at the same time, I am quite sure, knowing the gentlemen whom I suppose represent the parties who are upon the side of free ferries (I hardly know how to distinguish the parties here to-night), that they appreciate my position, and will be willing to yield, so far as they may, if the wishes of the Council concur with my own, to the application for a little delay. I have conferred with but one gentleman since I came into the hall; I do not know what he would say, nor do I know what I should ask him; although I have general opinions in relation to this ferry matter, from the fact that I was at one

time a member of the City Government, and at another time had occasion to discuss the question somewhat in the legislature upon the question of incorporating a Bridge Company from East Boston over to the main.

I know that this is a case where time would be saved, and the desires of everybody more satisfactorily accomplished, if proper time could be given for preparation. I had hoped that my clients, whoever they may be, would have furnished me with a junior associate, who would have given me some assistance; that has not been done as yet, and therefore I should be glad if the Council would adjourn the hearing to such time as shall be deemed entirely reasonable by them. I ask no delay except for suitable preparation, and then I should be content to take up the case and go through with it at one sitting or more, as the Council may desire. But I am quite sure, that in a case involving the expenditure of a very large amount of money, a case involving a question of policy which is so important to the city government as this, no hurried or partial investigation would be satisfactory to the Council or to anybody in interest, and no result which might be arrived at by the city government without a thorough, patient and careful investigation would be deemed worthy of the gentlemen who compose the Government or who desire to go into the investigation.

With these views, Mr. President, I desire to submit to the gentlemen who represent the other side, and to the Council, my request for delay.

One other thing, which I omitted to state. I understand that the fact that this is the evening of "Good Friday," has had its influence in keeping away from the hearing some gentlemen whom I had expected to find here. How far that affects the attendance this evening, I am unable to say.

The CHAIRMAN. Do the counsel on the other side desire to be heard?

Hon. T. H. SWEETSER. I have been requested to come here

and act as counsel in behalf of the petitioners in favor of free ferries, and I am here at their request, prepared to hear and answer anything that the petitioners for this hearing may offer. I had not supposed that the hearing — although, undoubtedly, the subject is of very grave consequence — was much matter, for the reason that I presumed every fact bearing upon the question was pretty well known to the whole of this Committee, and certainly all the facts that can be offered are very accessible to them, without calling in the testimony of other citizens. I am a little troubled with the position in which I am placed by my brother Train. I do not want to seem discourteous, neither do I mean to be. I can understand, that if he was not called upon to act as counsel until Wednesday, and the gentlemen who called upon him have procured no other counsel, and taken no means whatever to aid him in the investigation, not even by their presence, his position must be somewhat painful. But I am informed by the gentlemen whom I represent, that they desire to have this hearing as speedily as possible, and are anxious to have it end as speedily as possible. Therefore, without opposing the desire of brother Train, for fear that I may seem to be discourteous, I prefer to leave the matter entirely to the members of the Council, to act as they see fit.

The CHAIRMAN. The gentlemen of the Committee have heard the remarks of the counsel on both sides of the question, and it remains for the members of the Committee to decide what they will do. The Chair waits any motion in regard to the suggestions made by the counsel for the petitioners.

Mr. KINGSBURY. I move that when this Committee adjourn, it adjourn to meet at this place on Monday evening next, at 7½ o'clock.

Mr. SMITH. I do not think that that postponement would be of much service. This is Friday evening, only Saturday and Sunday intervening, very little could be done. I move to amend by substituting next Friday evening, at 7½ o'clock.

Mr. WINCH. I should like to inquire of the counsel for the petitioners how much time he desires.

Mr. TRAIN. I do not wish to be unreasonable, but at the same time I do not wish to come in again unless I am thoroughly prepared. I would endeavor to be ready by Wednesday evening, although I would prefer a week. I assure the Committee that I regret very much to make the motion, but under the circumstances, I feel obliged to do it, having had no opportunity to make any preparation. To-morrow being Saturday, which is a busy day, I suppose, to gentlemen down town, Sunday intervening, I would endeavor to get ready by Wednesday evening, but I would prefer a longer time. In making this suggestion, I am bound to say, that I think we ought to defer somewhat to the wishes of the gentlemen on the other side who are represented here.

Mr. SMITH. I will change my motion to Wednesday evening.

The CHAIRMAN. Is that satisfactory to Mr. Kingsbury?

Mr. KINGSBURY. Yes, sir.

The question was then put, and the motion, that when the Committee adjourn, it be to meet Wednesday evening, at 7½ o'clock, was carried.

The CHAIRMAN. Has any gentleman any suggestion to make in regard to the continuation of the hearing this evening?

Mr. FLYNN. I desire to ask, Mr. Chairman, through you, if the gentleman representing the petitioners has any witnesses present this evening whose testimony might be put in.

Mr. TRAIN. I am not aware that I have. I have been furnished with a list since I came into the hall this evening, and that is all the knowledge I have in relation to any witnesses. I suppose I am furnished with the names of gentlemen who, it is suggested by the list, would be proper persons for me to call. I am not aware of any gentleman whom I might call this evening, and I should not feel at liberty to call a witness with whom I had not first conferred, in order that I might know to what branch of the inquiry to direct my interrogatories.

The CHAIRMAN. I would like to suggest to the counsel on both sides, and to all interested, that as far as I know the minds of the Committee, they are desirous for a full, fair, and honest investigation of this matter. They are also anxious that it should be had at as early a moment as is compatible with fair dealing, and without driving the matter too much. We all know that on the first day of May, the appropriations for the city for the year are arranged, and this matter ought be settled previous to that time, to do justice to either party.

Mr. DICKINSON. If I may be allowed a word at this point, I desire to say, that so far as I can learn, there is no disposition on the part of any of these petitioners here, or on the part of any gentleman of the Council whose views do not coincide with those of some of the people of East Boston in regard to free ferries, to put this matter off beyond the first of May. I make this remark because my attention has been called to the subject this evening by a gentleman who is interested in the matter; and I say here, — what I believe to be the opinion of every gentleman who is opposed to the freeing of the ferries, — that there is no disposition to trifle with this subject, or to put it off unduly. For one, I very much regret that this hearing cannot go on this evening, yet it seems impossible. I desire to say, for myself, that I hope it is understood that we shall go on next Wednesday evening, and that the hearings may be continued then as rapidly and as thoroughly as possible.

Before I sit down, I desire to make a motion, that the hour of adjournment at these hearings, be at half-past nine o'clock, unless otherwise ordered by the Committee.

Mr. BROOKS. I move to amend by substituting half-past ten o'clock. I think that would not be a late hour, and from half-past seven to half-past nine would seem to be rather a short time.

Mr. DICKINSON. If you will say ten o'clock, I will accept the amendment.

Mr. BROOKS. I am willing to call it ten o'clock, if that will suit the gentleman. I would like to inquire how many hearings the gentlemen opposed to this measure desire to have.

Mr. DICKINSON. I do not know.

Mr. BARNES. I hope that the time will not be limited. I see that the gentleman opposite feels that there is a necessity for his stating that the petitioners for this hearing, and the friends of the petitioners in the Council, do not desire delay in this matter; but all the motions that have been made with reference to it, would indicate that the opposite was the fact. I can see no necessity for limiting the time to half-past ten or ten o'clock. If this is a matter of great importance, as has been stated, let us stay here until twelve o'clock, if necessary. These petitioners, of whom we have heard a great deal during the past few weeks, have come in here and presented a claim for a hearing before this body. The matter has been fully understood, and more than a week ago, it was voted by the Council that they should have a hearing, and it was advertised a week ago to-day, I think, or last Saturday, at any rate, that a public hearing should be had here this evening. I do not see that this differs much from other public hearings. It was voted to give the petitioners a hearing, and they should be ready. We are ready; the counsel on the other side is ready, and I am very much surprised that they are not ready; and if it is absolutely necessary, inasmuch as they are not ready, to delay this matter, I hope that the next hearing will be held at as early a moment as possible, and that the time will not be limited.

Mr. DICKINSON. A single word further, in explanation. I made the statement I did a short time ago, in consequence of certain remarks which were made here by one of the gentleman's constituents, and because it has been suggested to me this evening that possibly there might be a purpose on the part of some people to unduly protract this hearing, and take advantage of the delay. Now, sir, for one, I disclaim any such

purpose, and I have not heard any such desire intimated by any person. But we all know how it is in matters of this kind. It is not an unusual thing for counsel not to be ready, and a large part of the time of gentlemen of our profession is spent in getting delays, because the parties are not ready; and we all know that in a matter of this kind, where everybody is concerned, "what is everybody's business is nobody's business." It is not strange, therefore, that the counsel for the petitioners is not ready to-night. It is because nobody has felt the individual responsibility which should be felt by those interested to prepare the counsel, and furnish him with such information as is necessary.

I think this committee will do a generous thing if they allow the matter to go over until next Wednesday, and that seems to be the universal desire. In regard to this question of the adjournment of each meeting, it seems to me necessary to fix some time that counsel may summon, from evening to evening, no more witnesses than they will be able to examine, because gentlemen will not come up here a second time. It is a very difficult matter to get gentlemen to come here, whose testimony may be valuable. I think, therefore, there should be some limit. It seems to me that from half past seven to ten — two hours and a half — is as much time as we can afford to give each evening, as members of the Committee.

Mr. NOYES. I should hope that the motion would not prevail. I should prefer to stay here all night, and have the matter settled at one hearing, rather than be obliged to come up here a dozen times, and stay a couple of hours each time.

The motion was lost, by a vote of 17 to 30.

Mr. STONE. I move that half-past ten be the hour of adjournment.

Mr. NOYES. I hope that that motion will not pass. It seems to me we should not undertake to fix the time of adjournment.

Mr. WINCH. I hope that the motion of the gentleman from

Ward 5 will prevail. It seems to me that half-past ten is as late an hour as we could expect the witnesses who are to be called upon to testify in this case, some of whom will come from a distant part of the city, to remain here. I hope that some time will be fixed, so that the witnesses may know how long they will be required to be present.

Mr. BARNES. I do not understand that we are to call upon witnesses to be here. Certain citizens of Boston have petitioned to be heard. Let them come here and be heard. They ought to bide our time, on both sides.

Mr. DICKINSON demanded the yeas and nays, and they were ordered. The call of the roll resulted as follows: Yeas 22, nays 25.

So the motion was lost.

Mr. MOULTON. I would like to inquire, if it is proper, if there are any gentlemen present who have petitioned for a hearing, and if any, how many.

The CHAIRMAN. The Chair would call upon the counsel for the petitioners to answer the question.

Mr. TRAIN. I have never seen the names of the petitioners. If I can see them, I will state.

[The petitions were handed to the counsel.]

The CHAIRMAN. I think I do but state the feeling of the committee when I say, that we are disappointed that the petitioners are not ready to proceed this evening. Although I do not wish to be understood that we do not desire to extend to them entire courtesy, yet, from the long discussion which we had here on two evenings, and numerous suggestions which have appeared in the public press, it did seem that the petitioners were ready and very anxious to be heard; and it was hoped, certainly by myself and others who are anxious to have a fair hearing, that some of the petitioners, at least, would be present to-night, and that we should make a beginning of the hearing. If we are not to commence upon the hearing, the Chair thinks it would be as well for the Committee to adjourn.

Mr. MOULTON. I will not trouble the gentleman [Mr. TRAIN] to look over the list. If there is any gentleman here who signed the petition, he can speak for himself.

Mr. ALEX. WADSWORTH. I signed the petition for a hearing.

The CHAIRMAN. Does Mr. Wadsworth desire to address the Committee?

Mr. WADSWORTH. I wish to abide the pleasure of the Council.

Mr. WILLIS. I would like to inquire if there are any other of the petitioners present.

Mr. JAMES B. DOW. I signed the petition.

Mr. E. T. MILLIKEN. I also signed it.

Mr. WILLIS. I do not see but that we have material enough to make a beginning.

Mr. NOYES. I would move that we proceed with the hearing as far as we can with the witnesses who are here.

Mr. DOW. I would like to remark, for one, that I did not come here as a witness; I came here to listen.

Mr. TRAIN. I suppose every gentleman here is more or less familiar with the trial of causes and with hearings of this character. My own observation has been, that when hearings of this kind have been entered upon without preparation, more time was lost than was usefully occupied; whereas, if sufficient time is given for preparation, intelligent counsel on the one side and the other, hearing what facts are in dispute, can come at once to the witnesses who are possessed of information in regard to those facts, put them in, and go on with rapidity, and with a good understanding of what is before them. I understand that there are three or four gentlemen here to-night whose names are upon the petition, and I can call them, and set their mills running; but what good would that do?

It would be, simply, for those gentlemen to go on, each in his own way, and make remarks of greater or less length, some of them pertinent, and others, perhaps, not so; whereas, if I can

be allowed the same amount of time which is ordinarily allowed counsel in putting in a case, I can put a witness on the stand, knowing what I expect to prove by him. I can interrogate him upon those facts, and then he leaves the stand, and that is the end of it, so far as he is concerned. If the Committee desire to go on with a hearing which shall simply consist in calling the gentlemen, and asking them to express their views as to whether it is worth while to free the ferries, I can go on with that sort of hearing as long as any gentleman wishes; but I did not suppose that was the kind of hearing that was desired. On the contrary, I supposed it was desired to investigate this question as one of policy; as to how East Boston would be affected by free ferries; how Boston itself would be affected by free ferries; whether East Boston would gain what she claims she has lost for the want of free ferries, and whether Boston proper could afford, as an investment, to spend the money requisite to maintain free ferries; and so on, and so on. I supposed that was what the Council desired information upon, and that that was what the petitioners desired to offer evidence upon. With a reasonable amount of time for preparation (and the gentlemen who know me here — and I see there are some — know that I am not in the habit of occupying time wastefully), I will endeavor to bring the hearing to a close just as soon as though the Committee should go on to-night.

Mr. STONE. I move that the Committee now adjourn.

Lost, 23 to 25.

The CHAIRMAN. The Chair would state to the counsel for the petitioners, that the Committee having voted to proceed, he will be obliged to call upon him to proceed in such way as he may deem best.

Mr. TRAIN. I understand that I am to be allowed to make an opening, in the ordinary way.

The CHAIRMAN. The Chair understands that to be the usual custom.

OPENING ARGUMENT OF HON. CHARLES R. TRAIN.

FOR THE PETITIONERS.

Mr. President and Gentlemen: —

The parties whom I represent, come here and ask that a hearing may be had upon an order which now lies upon your table, the effect of which order is, if adopted, to make the ferries free between the main and East Boston; and they have asked me to conduct the hearing which has been kindly and courteously granted to them by the Council. I suppose that I am indebted for that invitation to the fact, that it was believed that I had some ideas in relation to, and some degree of familiarity with, the question thus brought before you. I remember that the ferries have always been a source of anxiety, perhaps of altercation, between the citizens of East Boston and of the city proper, involving a great many hearings, a great deal of discomfort, and a great amount of complaint on the part of the citizens of East Boston against the old ferry companies, which perhaps culminated finally, more than at any other period, in 1868, when certain persons came before the legislature and asked for an act of incorporation for the purpose of building a bridge from the city proper to East Boston.

As a member then of the City Government, and as a member of the legislature, I believed the idea of a bridge was utterly idle and futile; I believed that the General Government never would permit a bridge to be built across the ship-channel between the North End and Ward One; and I believed that even if the consent of the Government could be obtained, no body of

men could be found who would construct a bridge that would satisfy the wants of the people of East Boston; and accordingly, I took ground in the legislature against it, but unavailingly; because in the legislature, as elsewhere, questions are sometimes decided on their merits and sometimes not; they are sometimes decided upon an investigation, and sometimes decided by a process which is known in parliamentary assemblies as "log-rolling." So that bridge question was settled in 1868.

I told the gentlemen who advocated that bridge corporation, that they did not mean a bridge, they meant *free ferries.* They denied it then. It has turned out as I then predicted, and they now come and ask that the city government will transport them and everybody else who has occasion to pass and repass from the city proper to East Boston, free of expense; and the remark which I then made to my colleague, Mr. Tompkins, of East Boston, has proved true. What they were at in 1868, when they talked "bridge," was "free ferries," and now the demand is squarely made that free ferries shall be granted them. That demand, to my mind, involves a great variety of very important considerations; and to those considerations I desire first to call the attention of the Council, as well as I may, inadequately prepared as I am, and then, if I have an opportunity, to enforce them by such evidence as I may be able hereafter to obtain.

This question is an important one, because it affects so vitally the treasury of the city; and whether the City Government will saddle the expense of maintaining free ferries between here and East Boston for ever upon the people of this city is to depend upon the situation of Boston proper, upon the situation of East Boston herself, and upon a variety of considerations growing out of the relative situation of Boston proper and of East Boston.

Now, before we proceed to increase the expenditures of the city of Boston, and to increase the city debt, I wish to ask the

Council to pause and inquire what is the effect of your present system of expenditure and your present mode of taxation upon the welfare of Boston itself; and I shall propose to show that by your system of expenditures as at present practised, and upon your system of taxation as at present practised, you are driving the taxable wealth of Boston away from it, and doing precisely that in the city proper which the citizens of East Boston claim is being done for them under the operation of the existing system of ferries. If you increase the taxation and the debt of Boston beyond its present limits, you imperil the welfare of the city by the loss of its tax-paying citizens. I expect to be able to show hereafter, that in consequence of the present expenditures of this city, you have lost and are losing, numbers of your most valuable citizens in the way of taxation.

Gentlemen are leaving for the country, for Nahant, for Brookline, for Cape Cod, for Rhode Island, and for New York, because of the increase of taxation with which they are saddled if they remain; and it is a fact which I will undertake to demonstrate before this hearing is through, that a gentleman with a moderate fortune, say $300,000 or $400,000, can go to New York city and do his business, both in Boston and New York, just as profitably as he can by remaining here, and save a very large part, or the whole, of his taxation. That process has commenced, and is going on, so that if we would retain within our borders the taxable property and the wealthy men who contribute to the treasury, we must so conduct our municipal affairs as not to drive them away by the pressure of taxation.

So much in that view, in reference to the city itself. Boston lost, as I find upon an examination of Hon. David A. Wells' report upon taxation to the legislature of New York, $6,000,000 in 1870; and a large proportion of that was gained in towns in the immediate neighborhood. Six million of dollars is a considerable sum for any municipality to lose, and it will take wise and careful legislation on the part of the City Government of Boston

to increase the taxable property of the city in any one year by that sum.

I shall, as I say, call your attention to the effect of the present system of taxation upon the city proper in reference to this question, and then I shall ask your attention to the situation of East Boston itself. I understand the population of East Boston to be about 30,000; I understand its valuation in 1870 to have been $13,296,000. I understand the amount of tax collected in East Boston last year to have been $186,144 — or thereabouts; and I understand that East Boston complains that her prosperity is diminished by reason of the fact that her communication with Boston proper must be by ferry; that her wharves are deserted, her workshops depopulated, and all her industries affected by the ferry.

Now, Mr. President and gentlemen, I shall have the honor to submit to the Council, that the depression in East Boston does not grow out of the ferries; but that her business depression, if it exists to a greater extent in Ward One than in the other wards of the city, grows not out of the ferries, but out of the commercial depression which affects the business which has created East Boston, and which has hitherto supported its inhabitants. The foreign commerce of Boston — the coastwise commerce of Boston, for aught I know — has been steadily diminishing for some years. The shipyards, upon which the people of East Boston depended so largely for their welfare, have, in the present situation of affairs in this country, been compelled to abandon substantially the building of ships. The number of ships entering Boston harbor is very much less than ever before; the number of ships being repaired in East Boston yards is very much less than ever before. The loss of that business is the secret of the declining fortunes of East Boston; and the fortunes of East Boston must continue to decline unless that business is restored, or unless her people substitute some other business for that one in which they have been engaged since

East Boston became a business Ward. That, I propose to substantiate, to some extent, by the observations and opinions of gentlemen whom I shall call here. I shall claim, that freeing the ferries, so that a party may come across the water without paying two cents instead of paying it, will not fill your shipyards with mechanics, will not start up your foundries, or your blacksmith shops, or your spar yards or any other branch of industry that depends upon commerce, but that you must find some business and locate it in East Boston, which shall take the place of that which has been lost, before you can expect to restore East Boston to its former prosperity.

Now it is the misfortune of East Boston that she is an island; and she cannot be made mainland by the ferries. She must remain forever, except by the interposition of Divine providence, an island, so far as Boston proper is concerned; and she does not become mainland, nor does she gain the same elements of prosperity with the mainland, after you have made the ferries free. You cannot bridge from here to East Boston; you cannot lay a railroad from here to East Boston. Nature made the channel between here and East Boston, and the people when they located in East Boston, went there because it was an island, because it had facilities for a particular kind of business, was surrounded with deep water, and because of the fact that, located away from the city proper to which access was to be gained only by a ferry, land was worth less there than it was upon this side; and the advantages which East Boston gained in that direction gave her her population; and so long as the business of East Boston prospered under that regime there was no complaint, so far as I know, in relation to the matter of ferries, except the ordinary complaint which people make when they are reasonably well served, but are not quite sure that they could not be better served for the same money.

That being the situation of East Boston, I shall endeavor to establish, as I have said, that giving her free ferries will not

restore her business. It will not bring back the business, which can only be regained either by legislation at the hands of Congress, or by a change in the value of products and the value of those industries which enter into the business which has hitherto contributed to the growth and wealth of East Boston.

Then, for the purpose of showing, as well as I may, that Boston ought not to run these ferries free for the benefit of East Boston, I shall endeavor to establish several propositions:

First. That East Boston has no claim to free ferries. She has no right to come here and demand of the city government free ferries, because she does not, never has, and never can pay for them; and it is not reasonable that the inhabitants of the city proper should pay for East Boston more than they pay proportionately to any other portion of the city for a great public improvement.

Secondly. They have no right to demand free ferries because the tax which they already pay does not repay to the city treasury the expenditures now made for the benefit of the inhabitants of East Boston.

Thirdly. They have no right to demand free ferries because the benefit to East Boston, and thus to the whole city, would be utterly disproportionate to the expense to be incurred. Let me re-state that: I say, that she has no right to claim free ferries because, the benefit which she would derive, and so the whole city (since the friends of free ferries say that East Boston should have free ferries because a benefit to East Boston is a benefit to the whole city) is utterly disproportionate to the expense which would thereby be saddled upon the city treasury.

Fourthly. I say she has no claim to free ferries, because she can pay no betterments, as betterments are received for public improvements elsewhere within the limits of the city, because you can adopt no system of betterments that I know of; and if you can adopt a system, I call upon the friends of free ferries, for I suppose the friends of free ferries are friends of equity

and justice, to show me how a system of betterments can be framed to be paid by the citizens of East Boston which shall be just and equitable as between them and the rest of the city.

Fifth. I say that East Boston has no right to free ferries, because the benefit that would accrue from free ferries would accrue mainly to private interests, and not to the interests of the mass of the inhabitants of East Boston. I say, to private interests: Pardon me, Mr. President, if I dwell upon this a little. I say that the freeing of these ferries would inure to the advantage mainly of private interests. Let us see what they are. I asked Mr. Hills, the Chairman of the Board of Assessors, to furnish me, for a future hearing, with the amount of property taxed in East Boston, which is owned by persons who do not reside there. That property, of course, would be benefited; if a rise in property is assumed, as I suppose it will be by the friends of free ferries, to be one of the benefits which East Boston would derive, and which would thus inure to the benefit of the whole city. The whole number of acres in Ward 1, as I calculate, is between 600 and 650, exclusive of the flats. I do not know what number of acres the flats contain; and I have had no time to inquire or examine for the purpose of ascertaining how many land companies there are in East Boston; but I know there are some. I know there is an East Boston Land Company, and I know that there is a land company which was incorporated last winter, a year ago, because the bill was reported by the committee of which I have the honor to be chairman, which owns 135 acres of land, bought at an expense of some two or three cents a foot, if I am not mistaken. I was told last winter what that land was bought for, but I do not recollect the figures at this time. There is a private interest which would be benefited, if the prophecies of the friends of free ferries are to be fulfilled, as I should certainly hope they might be. I expect to be able to ascertain before the next hearing, and hope to show you that the rise in land,

which might be predicated upon the freeing of the ferries, would, to a very large extent, inure to the benefit of private parties. If it would, I know of no argument in favor of putting money into the pockets of private parties, except the general benefit which the city is to derive from an increase of values in Ward 1.

Then there is a large amount of wharf property, owned I do not know by whom; but I know that there are several corporations in East Boston whose property would be benefited by free ferries. I know that the Horse Railroad Co. would be benefited by free ferries. I understand that they now pay two cents a passenger upon the horse cars that go across the ferry. Here is another private interest. I know that the Eastern R. R. would be benefited by free ferries, for I understand that they pay some $5,000 a year for freights. Whether that is correct or not, I do not know; but I propose to verify it by evidence. I know that there are express companies running into Essex Co., that now pay the ferry a very handsome sum of money per annum; but what that sum is, I have not had time to ascertain, and I am not prepared to state, much less to prove. But all these are private interests, and as against the interests of the masses of the people of East Boston, they outweigh the interests of those who are merely passengers day by day, or week by week across the ferry, and they account, in my judgment, for very much of the clamor which you hear about the streets, and in some of the newspapers, in favor of free ferries. Take that, Mr. President and gentlemen, along with you, as one of the elements in this inquiry, — how much are private interests to be benefited, and how much can you, holding the city treasury, afford to pay into the pockets of private parties for the benefits which are to accrue to the inhabitants of East Boston?

Of course, I am utterly unable to express any opinion to-night as to the extent of these private interests; but I know that the amount of travel from Essex Co., which now goes over Chelsea

bridge, is very large. I believe I am correct in saying that the city had to pay one-sixth of the expense of freeing Chelsea bridge. She has to pay now one-half of the expense of the bridges across Charles River. I think I know, so that I may state without the expectation of being laughed at, that if you free these ferries, three-fourths, if not the whole of the freight traffic which is now done over Chelsea bridge will be done over the East Boston ferries, and that would, of course, be an advantage to a private interest, for the benefit of the inhabitants living in Essex County. I hope to have, at the next hearing, some evidence in relation to that point in the case, which will be of value to any gentleman who wishes to consider this question wisely and well.

Then there is another private interest which I ought to mention, and that is the Winnisimmet Ferry. I think we are all of us sufficiently Yankees to *guess* that when the East Boston ferries are freed, the freight traffic, if there is any, which goes over Winnisimmet Ferry now, will come through East Boston over that ferry, and avoid the tolls which are now paid to the Winnisimmet Ferry Company.

I have thus pointed out to the Council, and I hope to verify my statements by proof, a variety of private interests which would be subserved by this scheme of free ferries; and the public interest would be resolved into two elements, to wit: The gain which Boston would derive in taxable property by the rise in real estate; and the gain to the inhabitants of East Boston, who wish to cross the ferry free, and who now pay passenger fare. As a financial question, I suppose the proportion of income derived from passenger fares, to that which is derived from the passage of wagons, teams, trucks, railroad transportation, expresses, etc., etc., is very inconsiderable.

Now, to determine this question, having first ascertained, and grouped around in their respective positions the various elements to which I have endeavored to call the attention of the

Council, you have to apply these considerations to the question of the cost of the ferries, and the amount of revenue to be derived from Ward 1, and then determine, upon the whole, whether the benefit which the city would derive from the change would be in any manner compensated by the increase of wealth in, and the growth and welfare of, Ward 1.

For the purpose of enlightening ourselves in that regard, I propose, at a proper time, to call the attention of the Council to the cost of maintaining these ferries. I understand the original cost of the ferries to the city was $275,000. I understand the amount asked for this year is $208,500, which includes a new boat, which will make the cost of the ferries, at the close of this year, somewhere between $600,000 and $700,000. What the cost of maintaining the avenues connecting with the ferries may be, I do not know, and am not able to state. I hope to be able to furnish the Committee with that hereafter. It is, of course, an element which it is very desirable to have.

Then, the moment your ferries are freed, you will have to increase the cost of maintaining them. You must not only have more boats, but you will have to replace the present old boats with new ones, at a very heavy expense, because the energetic, boisterous population of East Boston, that once compels this City Government to give free ferries, are not going to sit down and be quiet after that.

Having obtained that in reply to their pressing demands for a series of years, they will claim, and you will give them, the best ferry accommodations, perhaps, in this country. They will insist upon as many boats as are requisite to accommodate them at any hour of the day or night, and good ones at that; and they will insist upon sufficient accommodations at the slips. They will insist that you shall have a new slip — that is talked of already — and a new ferry landing nearer the centre of business than the present ferry landing; and perhaps they will insist that you shall maintain that one, and give them a new

one in addition; and very likely they will insist that you shall divide the passenger traffic from the freight traffic. And you may be pretty sure, that anything they think they ought to have, they will ask for; and you may be quite sure that if you give them free ferries now, you will grant them whatever they ask for hereafter. I will not undertake to say to-night what all this will cost, for I have had no opportunity to make up any basis of calculation, or to consult with anybody who knows better than I; but I venture to say that no $208,000, no $500,000 per annum, will run your free ferries. I shall put in some evidence and some calculations, and argue upon the elements which I shall undertake to put in here, that your expenditure per annum will be based upon an expenditure in the total of from six to eight million of dollars.

Now, if I am within a day's march of right in what I suppose the calculations will show, when I can get at them, what is paid by East Boston into the city treasury is of hardly any account as compensation to the city proper, for making this grant. Her payment last year was $203,000, or thereabouts, and the expenditure proposed was somewhere in the neighborhood of $170,000. I have had no time or opportunity to make a careful investigation, and only speak from general recollection. I understand East Boston puts herself this year, in this way: that if her valuation remains the same this year as last, her taxes will be $186,144, and she asks for her fire department, for her schools, for her police, for her paving, for her public buildings, etc., etc., some $290,000. I do not vouch for the correctness of this statement, but I suppose it is substantially correct. Add to $290,000 an expenditure of $208,000, or what would probably be more nearly correct, $350,000, for free ferries; if you free them this year, and give them a new boat, and you get an expenditure of some $600,000, against an income to be derived from East Boston of about $190,000.

Now, if these propositions are in anywise true, the proposi-

tion with which I started, that East Boston has no right to claim that these ferries be made free, will be substantially proven. If she contributes but $190,000 this year, of the expenses which she asks you to make on her account, how rapidly must she increase in valuation and general prosperity, to justify you in making an expenditure which is to inure more largely to the benefit of private individuals, not residents of East Boston, to large corporations, and to the inhabitants of Essex Co., than it is to East Boston herself. Then, if East Boston has no right to claim, much less has the city a right to make, a donation for the benefit of the various classes of individuals to whom I have referred in the course of this opening.

In this connection, I wish to say, what I might properly have said at an earlier period in the opening, that if the people of East Boston desire to come to State street by land, the facilities for them to do so are just as open to them, and of just as proper and useful and pleasant a character as they are from Ward 16, and perhaps from Wards 13, 14 and 15. I understand that the distance from Central Square in East Boston, *via* Chelsea and Charlestown, is three and five-eighths miles. From City Hall to the fartherest point in Dorchester is six and three-quarters miles. People who live beyond three and three-fourths miles in Dorchester, I shall claim, might just as well come here and claim that you should bring them in the horse-cars free of cost, as the people who live in East Boston claim that you should bring them 1,800 feet across the water free of toll; because they may go around through Chelsea, a less distance than our Ward 16 friends have to travel to get here, and, for aught I know, at the same expense. At any rate, they can claim to be put on no better footing than the inhabitants of Boston who live at the same distance by land from City Hall.

It seems to me, that it is a gross piece of impertinence on the part of gentlemen who have adopted an island for their home, to come here and contrast themselves with the inhabitants

of Boston who live farther from the City Hall than they do, and demand it as a right that they shall have transportation free. Why, sir, God made East Boston an island, and so he made Long Island an island, and Winthrop's Island an island; and if a man chooses to go upon either of the islands in Boston harbor, because he can there buy land cheap, and chooses to live there, because he can buy land cheap, that is no reason why he should afterwards come to the City Government, and say, "It is my misfortune to live upon an island in Boston harbor, and I demand it as a right that you should give me free ferries, because you cannot give me a bridge." I remember that in the course of that discussion to which I have referred, in the legislature, three years ago, I quoted to my friend from East Boston the lines of Dr. Watts, —

> "Sweet fields beyond the swelling flood
> Stand dressed in living green;
> So to the Jews fair Canaan stood,
> While Jordan rolled between."

And I added, that his misfortune was, that he lived on the wrong side of Jordan. Now, it is the misfortune of these gentlemen that they live on the wrong side of Jordan; but they selected their homes in East Boston, because the industries which they chose to pursue were there; and those industries were located there because land was cheap; there was plenty of deep water, and it was a nice place to carry them on. Now they ask you to make them substantially main land, by putting your hands into the city treasury and giving them free ferries.

These are the views, substantially, which I shall endeavor, at the proper time, to verify with some degree of proof. I am sorry that I have been obliged to put them in this rambling and desultory way; but I know the gentlemen of the Council sympathize with me in the fact that I have had no time for preparation, and have had to make the statement with the slight consideration I could give to it.

I wish to say, before I take my seat, that I suppose the reason why the gentlemen who have signed this petition, and who, I am instructed, take a deep interest in this matter, are not here to night is, because, knowing that I had only been retained on Wednesday evening, and had had no opportunity to make preparation, and no opportunity to confer with them, not having had a list of the witnesses furnished me until after I came into the house this evening, and therefore having been unable to notify them, supposed the hearing would not proceed, and therefore thought it proper to remain away. If, with this opening, the Council should be satisfied, I shall be very happy to resume the hearing on Wednesday evening, and, so far as I am concerned, to finish it with such proof, documentary and personal, as I may then have.

Mr. NOYES. As the counsel says the witnesses are not ready now, I move that the Committee adjourn.

This motion was carried, and the Committee adjourned to Wednesday evening next, at seven and a half o'clock.

SECOND HEARING.

WEDNESDAY EVENING, APRIL 12.

THE meeting was called to order at 7½ o'clock, and the Chairman stated that the Committee were ready to proceed with the hearing.

OPENING ARGUMENT OF GEORGE PUTNAM, JR., ESQ.

Mr. Chairman, and Gentlemen of the Committee: — Since the hearing was began, three or four days ago, I have been employed to assist the distinguished gentleman who represented the petitioners on the first evening, in the preparation and presentation of this case. I was not present at that hearing, and I have had no opportunity of finding out, otherwise than through the public papers, what was said and done there; and I hope, therefore, the members of the committee will pardon me if, while opening to them briefly the nature of the testimony which propose to introduce, I shall cover some of the ground which has already been covered. I do not intend to make anything like a full and elaborate opening of the case. I think, however, that no question of greater or graver moment than this one now before you was ever submitted to you, or to any of your predecessors in this City Government, for the measure which is before you is to inaugurate a policy which is unheard of, I believe, in the history of municipal legislation.

You are asked to impose upon the tax-payers of this city — the most heavily burdened tax-payers, I believe, in the world — a burden of a character never before proposed, — a burden, I believe, never assumed by any municipal corporation in the

world, certainly not in Massachusetts or in the United States; for although many public burdens are imposed, of necessity, by legislation upon cities and towns, like the maintenance of highways, I believe it has never been suggested, heretofore, that a municipal corporation should run a line of steamers free. The difference between the character of the burden proposed to be assumed here, and that which municipal governments have been in the habit of assuming, and which our government has always assumed, is a difference in kind, not a difference merely in degree; but it is a difference so great in degree that even for that reason alone, it is one that should receive the most careful and patient consideration, as I have no doubt it will, at your hands.

The expense of carrying on this proposed system of free ferries is of course one of the first considerations, and perhaps it is the leading consideration which ought to be introduced here and be dwelt upon; for I am sure that no one would grudge to East Boston the freedom of the ferries, if the ferries could be made free without expense to the community; and, on the other hand, I do not suppose that there is any advocate of free ferries, however enthusiastic, who would claim that the City of Boston is bound to give free ferries, at any and all cost. It will not be contended that the City of Boston is responsible for the obstacle that exists between the citizens of the island and the main land; that it is responsible for it so as to be bound to remove it. The City of Boston did not make that great arm of the sea, which is the obstacle that gives the citizens of East Boston so much trouble. On the contrary, that made the City of Boston, and East Boston too.

But the City of Boston undoubtedly is willing, and has always shown itself willing, to spend upon improvements in East Boston sums largely in excess of any pecuniary return which can accrue to its treasury from that part of the city. Nobody denies (and the facts are patent in any Auditor's Report) that the city

treasury expends upon East Boston two or three times (sometimes more than that) the amount of tax which is received in return. This last year, for example, the three items of schools, police, and streets alone amounted nearly to the whole amount of the tax received from East Boston into the treasury; and, adding the loss upon the ferries, and the expense of the new school-houses, it appears that the tax assessed in East Boston is about half the amount expended there from the City Treasury, without counting small expenses, and those which are not divisible between the different wards. I do not suppose anybody grudges this expense, because it is incurred in the performance of the ordinary and regular municipal duties which the city undertakes in relation to all parts of its domain; but with regard to this new and extraordinary demand, the question presents itself, first, whether this service can be performed at a reasonable cost, having in view not only what the citizens of East Boston will give, but what the rest of the city will have to pay; and the proposition upon which I shall introduce evidence to-night will be this, that the expense which the city will have to incur in order to maintain these ferries perpetually is out of proportion to any advantage which can accrue therefrom.

Let me call your attention a moment to another proposition before we go further. I understand the legal effect of your action here, if the proposed measure be adopted, will be to make the step you take irrevocable. I understand that you never can go back upon it. Whether that is the legal effect or not, everybody knows that, practically, such experiments as this are final. You cannot, I believe, lawfully, under the statutes under which you are acting, try this thing as an experiment. You cannot free these ferries to-day, and then, next year, or the year after next, if you find that the burden is too great, vote to put the tolls upon them again.

If you want to try experiments, you have to do it in the shape of reducing the tolls, or taking the tolls from some par-

ticular kinds of traffic, and not in the shape of taking them off of the whole. If you remove the tolls altogether, as I understand the law, you remove them as a finality; and if the experiment should turn out to be one more expensive than you anticipate, there will be no going back upon it; that is what I understand to be the state of the law.

Mr. SWEETSER. Why not?

Mr. PUTNAM. I understand the law to provide that the city shall determine whether the tolls shall be removed, and if they do so determine, that thereafter the city shall run the ferries free; and until a new act of the Legislature is passed, enabling them to re-impose the tolls, I do not see how they ever can be re-imposed.

Mr. SWEETSER. That is your interpretation of the law.

Mr. PUTNAM. Yes, sir, that is my understanding of the law; I so expressed it. At all events, everybody knows that, practically, there is no going back in such enterprises as this.

And there is another thing that I think must be very plain to you, gentlemen: that this expense is one which, however great it may be now, or however small it may be now, must go on increasing indefinitely.

Freeing your ferries is not like building a bridge or building a tunnel. In the case of a bridge or a tunnel, you lay out a large capital, and build a thing which stands forever, and requires but little expenditure in the way of repairs; but this matter of free ferries is a continually widening gulf of expense. You investin perishable articles, in boats and slips. There are wharf privileges, to be sure; but, mainly, your investments are in perishable articles, ferry-boats, steamboats, and all their accompaniments. We undertake to run a line of steamboats, which everybody knows is a great sink of money, and nothing but very large receipts can ever prevent a line of steamers, not backed by a government, or something equivalent, from finally failing. As the prosperity of East Boston increases (as

we all hope it will), and that of the city, too, the accommodations which free ferries will necessitate, must go on increasing also. If they cost $200,000 this year, they will cost $300,000 or $400,000 two years hence, and $800,000 before the younger men now before me are of middle age.

Now, I will present a few figures which corroborate, I think, this statement; and I will give you a brief summary of some of the evidence which I propose to put in, which I think will prove conclusively that the expense of this thing must go on continually increasing until it reaches, at an early day, a very large sum. On looking over what is known as the "Ferry Document," which I found in the City Clerk's office, and which I suppose is familiar to all of you, although it was not to me until a few days ago, I find a statement of the cost and expenses of the old ferries, coming down to the present time. I go back only a dozen years. In 1859, the expenses of the two ferries together — the East Boston ferry and the People's ferry, both running — were $77,000.00. In 1860, they were $86,000.00. In 1861, they were $80,000.00. In 1863, the expense of the East Boston ferry — the People's ferry having stopped, their expenses having proved greater than the business would bear — were $52,000.00.

And now they have come up until the city in the last year, 1870, appropriated $170,000.00 for its ferries, and added $50,000.00 to the appropriation, making $220,000.00 appropriated for ferries in 1870, of which $212,000.00 have already, been reported as expended. The whole expenses for the year, I believe, have not come in. The appropriation for the coming year is $208,000.00; and the probability is, as in all such cases, that the appropriation will have to be enlarged; so that, comparing the year 1863 with the year 1871, we find the expense of running these ferries has nearly quadrupled. But perhaps it is hardly fair to take the year 1863 as an average year. Compare 1860 or 1861, when both ferries were running, with

1871, and you find that the expense has trebled. That is, by the mere growth of business, the expense of running those ferries has trebled in ten years. Now, it is proposed to add another element of increased cost; for you all know, gentlemen, that whenever the tolls are removed from a highway, whenever a highway is made free, the travel over that highway inevitably increases. That has been the universal experience. Your Superintendent of Streets, in his report, handed in the other day, says that the travel on the Mill-dam has quadrupled since the tolls were taken off.

Chelsea Bridge was freed a year ago, and the travel over that has already nearly trebled, as we shall show you. So, take the tolls from the East Boston Ferries, and the travel there will greatly increase; and it will increase, not only in consequence of the increased business which will go to East Boston, as everybody, I presume, agrees, but it will increase by drawing all the team travel from Essex County, upon the ferry. If you look at this map, gentlemen, you will see that from Essex County, and from eastern Middlesex, from Saugus and Melrose, for instance, the shortest route to the central parts of Boston, State street, Faneuil Hall, and the markets of that portion of the city, is by way of the East Boston Ferry; and not only will it save distance, in case the tolls are removed, but it will save horse-flesh. Because if a man is driving a heavy team, and can drive on a ferry, and save a mile and a half, over which he would have to haul his load if he went round by Chelsea and Charlestown, and without any expense, of course the inducement is so great that the ferry route must necessarily be sought, — the route which imposes the least burden on the horses; and we shall show you, gentlemen, that this will be the effect of making these ferries free.

This freeing of the ferries will undoubtedly double or treble the present traffic in a comparatively short space of time; not, perhaps, this year or next year, but in the course of a very few years. Nobody who has watched the effect of freeing public

highways can fail to perceive that there must be a great increase of travel, of team travel especially, if the tolls to East Boston are removed. The ferries at present do not any more than suffice comfortably to accommodate the team travel which seeks them; and you know, gentlemen, that when a ferry-boat is full, and cannot take any more of the teams which have to be got over and are ready to go on board, these teams have to wait for another boat; and that causes serious delays; and it is these delays which give rise to discontent, in consequence of the failure of ferries to furnish adequate accommodations.

If you read the reports of the hearings which have been going on here for the last ten years before committees in this hall, you will find that one of the great grievances set forth has been, that there are not ferry-boats enough to transport the teams, and save them from troublesome and sometimes disastrous delays. Now, by freeing these ferries you inevitably greatly increase the number of teams going over them. The number will increase, whether they are freed or not, and certainly they will increase more rapidly if they are freed, and you will soon have to greatly enlarge your accommodations. Instead of running four boats, you will very soon have to run six, and before a great while you will have to run eight; and having to increase the number of your boats, you will have to increase the number of your slips, and you will have to buy real estate on both sides of the river, at great expense, in order to get more slips and more wharves to accommodate the increased number of boats.

In short, a great increase in team travel necessarily involves a great increase, not only in the current expenses of running the ferry-boats, but also in the interest on the capital which has to be continually invested in them. The City of Boston has invested now a little short of a million dollars in these ferries. The boats are old; they will soon have to be replaced, probably quite rapidly, in the course of the next few years. A bill has already passed the Legislature, at somebody's kind urgency, authorizing

the City of Boston to take a quantity of land — I think T wharf is the point aimed at — for the purpose of affording additional ferry accommodations on this side of the river. There is another half million or million of dollars. All these expenses point inevitably to at least a doubling or trebling of the present annual expense of running the ferries in two or three years; so that it is not merely a safe prediction, but almost a certain calculation, that before five years have passed, with free ferries, this city will be raising, by taxation, a sum of at least half a million dollars to pay the expenses and the interest upon the debt caused by this freeing of the ferries. Half a million dollars, gentlemen, is half the amount that the city appropriates, this year, for its two hundred miles of streets. It is about equal to the whole interest on the water debt.

Well, gentlemen, I shall introduce a good deal of evidence bearing upon this point which I have endeavored to state to you. There is, however, another question which comes in here, incidentally, as connected with the question of expense; and that is this: Who is it going to benefit? There are some few parties who are certainly going to be benefited by it. Nobody doubts that it will benefit the Eastern Railroad, and nobody objects to the Eastern Railroad being benefited; but I don't suppose the Eastern Railroad would ask, or the City of Boston would think of granting them, an annual subsidy of $500,000.00. The Boston and Albany Railroad undoubtedly will be largely benefited by it; but I don't think they would ask it, or that the City of Boston would grant it, for the sake of benefiting them, although it is very well that they should be benefited. All of the land-owners in Chelsea and in East Boston will be benefited, largely benefited. Of course, all the vacant land in East Boston, and Chelsea, too, will rise very largely in value.

I have taken some little pains to find out how many people will be benefited in this way by free ferries; and I find, by the figures on the Assessor's books (if they are incorrect, the other

side will be able easily to correct the errors), that there are about 40,000,000 feet of vacant land in East Boston, valued at $1,000,000.00. I have had a list made of the owners of more than a hundred thousand feet, and I find that but three of them are in the directory as residents of East Boston. (To a question of Mr. Sweetser,) — I suppose the forty million feet include Breed's Island, for I see thirty million feet set down to the Breed heirs, and I suppose that must be Breed's Island. I find three gentlemen, well-known residents of East Boston, Messrs. Bowker, Blaney, and Googins, have over a hundred thousand feet of land. There is no other resident of East Boston on this list. The largest land-owner there is the East Boston Company; and the East Boston Company is the party that will be most benefited by free ferries. The East Boston Company is a corporation, having a highly respectable and estimable body of stockholders, with twenty thousand shares of stock, of which nine thousand seven hundred and twenty-six shares are held out of this Commonwealth, and three hundred and twenty-three shares are held in East Boston. That land company holds 2,500,000 feet of land there in East Boston, and will be very largely benefited indeed by the freeing of the ferries; and three hundred and twenty-three twenty-thousandths of this benefit will come to citizens of East Boston.

I suppose that both the large land-owners and large corporations will certainly be benefited by free ferries; but it is by no means so certain that the small householders and tenants will be so largely benefited. There is no petition here before us. This is a movement started entirely in the City Government; there is no petition for it; and so we do not know by any signatures of citizens how they stand; but it is pretty obvious that if the value of real estate is greatly increased over there (as it seems to be claimed on the one side, and admitted on the other, that it will be), the small householders and the tenants will pay five dollars in extra taxation, and higher rent for every dollar

they save in tolls. That used to be stated here and admitted. I find in the report of the committee on one of the East Boston controversies, made some years ago, this language: —

"And lest erroneous impressions should serve to prejudice any reasonable measures of relief, it should be stated that we have received every assurance from the Committee who appeared on behalf of the inhabitants, that it was not their desire or expectation to have free ferries; they frankly admitted that the city expenditures for streets, education, police, and other public objects at East Boston, were already much more than the seventy-five thousand dollars received in taxes. There was no disposition to deny that if the city assumed the charge of the ferries, the eighty thousand dollars, which is about the present cost, or the larger amount, as private corporations work more economically than municipal, requisite for their support under public management, would be so much more taken from the pockets of their fellow-citizens in other parts of the city, whose estates would be depreciated as their own were enhanced. They, moreover, represented not only the larger proprietors, but the more numerous class of tenants, who had taken up their abode upon the island for cheap rents, which would be raised twenty-fold for every dollar saved in toll."

Then, last year, when the question was up on buying these ferries, and the citizens of East Boston were very anxious that they should be bought by the city, in order that they might be saved from the unaccommodating, to say the least, management of the ferry proprietors, you will see by the report of the Committee appointed to investigate the subject, with an East Boston Alderman at its head as Chairman, that they say, "In regard to the management of the ferry, after it comes into possession of the city, it would be premature to do anything more at this time than to state that the citizens of East Boston have not as yet asked for free communication, and that the City of Boston would give satisfaction, were a sufficient rate of

toll established to produce an income which would cover the current expenses of maintaining the ferries, and pay the interest on the ferry scrip issued for the purpose." That was the view of citizens of East Boston a year ago, and the city has, so far from receiving tolls enough to meet the expenses and the interest on the ferry debt, been obliged to appropriate $50,000 beyond the tolls for the current expenses of the ferries.

One other suggestion. It will not do to suppose that in abandoning these tolls the city is simply to lose the amount of tolls it receives. The city received from April 1, 1870, to April 1, 1871, $163,903.85. Of this sum, the receipts from teams were $71,130.32; from foot passengers, $92,773.53.

We will suppose that all the foot travel is East Boston travel, and that half the team travel is East Boston travel; and you then have about $125,000 as the amount of tolls which the citizens of East Boston would pay in a year for ferriage; and it is a pretty large estimate. Now, when the City of Boston gives up the collection of these tolls, that $125,000 is the measure of the gain to the people of East Boston, but neither that nor the $163,903 is by any means the measure of the loss to the city; for, as I have endeavored to explain to you, and as I can prove, the city will have to pay, in increased expenses for running these ferries, three or four times that sum; and so the result will be, that to save the people of East Boston $125,000 in tolls, a tax of $400,000 or $500,000 will be levied upon the inhabitants of the city at large.

TESTIMONY OF NATHAN MATTHEWS.

Q. (By Mr. PUTNAM.) You live in Boston, do you not?

A. Yes, sir.

Q. In Ward 9?

A. In Ward 6, I think; bordering on Ward 9.

Q. You have large property interests in Ward 9, have you not?

A. I have; yes, sir.

Q. And in the city proper generally?

A. Yes, sir.

Q. Large real estate interests, I think?

A. Yes, sir.

Q. You are one of the largest real estate tax-payers in Boston?

A. I think I pay the fourth or fifth tax; the fifth individual tax in Boston.

Q. You also, I believe, have large real estate interests in Chelsea, have you not?

A. I am the largest tax-payer in Chelsea.

Q. About how much land have you there?

A. Well, I don't know; but my impression is that I have 7,000,000 or 8,000,000 feet of land. I own, I should say, 200 acres, right in the centre of the city, nearly.

Q. You are largely interested, are you not, in the Winnisimmet ferry?

A. I own a portion of the stock; about one third of the stock, or a little more.

Q. Do you take any considerable part in the management of the Winnisimmet ferry?

A. I have been the principal manager for twenty years.

Q. I will ask you, Mr. Matthews, in the first place, what, in your judgment, will be the effect of removing the tolls from the East Boston ferries on the value of real estate on the other side of the river?

A. I should say that the real estate in any of the towns east of Malden, and possibly Malden, would be greatly benefited by removing the tolls from the ferries.

Q. Do you include Chelsea in that?

A. I do. I think it would increase the value of my land twenty-five per cent.

Q. And you think, of course, that the real estate of East Boston would be greatly increased in value?

A. I do.

Q. What, in your judgment, will be the effect of removing the tolls upon the expense of running the ferries?

A. If I may answer that question by making a little statement —

Mr. PUTNAM. State anything you please, Mr. Matthews.

WITNESS. I have been the manager of the Winnisimmet ferry for nearly twenty years. I think I took the management of it in 1851. The ferry has never paid its running expenses from that time to this; and I suppose we have sunk our capital four or five times.

The gross receipts now have got up, so that it pays just about its ordinary expenses, leaving out the interest on the capital. I wish to make a statement here in relation to that ferry. I understand it was stated here the other night, that freeing the East Boston ferries would injure the Winnisimmet ferry. I wish to contradict that statement. The freeing of the East Boston ferries would be a great benefit to the Chelsea ferry, on this account: the gross receipts of the Winnisimmet ferry fall a little short of $100,000.00 the present year. If I am not mistaken, the Winnisimmet ferry has received about

$18,000 from the team travel. To carry that team travel, it costs us $40,000 every year. Last year, the directors passed a vote to fit up their steamboats and exclude team travel entirely, after they freed Charlestown bridge; and we fitted up one of our boats exclusively for foot passengers, supposing that we could drive the teams over to East Boston, or round by Charlestown bridge.

But we found that the teams would not go over the bridge; and when we were running only once in half an hour they would come down to our dock and wait, and pay our tolls rather than go over the bridge. On that account, we have deferred exchanging our other boats into passenger boats; and I will give my reasons for this. The Winnisimmet ferry, with a population in Chelsea of 12,000 or 13,000, eight years ago, received from them for communication with Boston about $40,000.00. When the Eastern railroad was built, I found the ferry directors opposing it; but when I came in I asked them why? I said, "Give the railroad every facility to get there. The land is more important than the ferry, and if it injures the ferry, so be it; the land and the people who live in Chelsea are more important than the profit of a few stockholders in Chelsea ferry." Therefore we went for the landed proprietors and the people. And so with the horse railroad.

We had the charter offered us for three hundred dollars; they told us the road would take $20,000.00 a year out of us. "Very well," I said, "I suppose it will;" and it did. "But," I said, "if the railroad takes $20,000.00 out of us a year, it will in a few years increase the population of Chelsea, so that we shall gain more than we lose." The result has proved that I was right. Now the horse railroad receives $80,000 or $90,000 a year; the Eastern Railroad, $30,000.00 or $40,000.00; and we think, if we could run exclusively passenger boats, we could take $50,000.00 from these two roads, and lose merely our team travel of $18,000.00. We should make a great deal more

money by carrying no teams; and I think I know that if the East Boston ferries were made free, we should abolish the team travel entirely.

Q. You think, then, that if the East Boston ferries were made free, the team travel which now seeks your ferry would be transferred to that?

A. Yes, sir. They don't desire to go over Charlestown bridge.

Q. Do you know, sir, how the East Boston ferry is situated in relation to Essex county as to facilities for team travel?

A. I think that all the teams which come from Lynn and elsewhere in that vicinity (and they have generally a good many, coming over our ferry) would come over the East Boston ferries, in case the tolls on them are removed. They have preferred coming over our ferry, although the distance is much larger, to coming over the East Boston ferry, because our boats have not been so crowded as the East Boston boats have been; they have not had to wait so long, nights or mornings; and yet they have had, sometimes, to wait an hour. I would touch upon another class of passengers that the East Boston boats would have to take over, which I consider very important in this connection: The Lynn and Boston railroad, and all the horse railroads running in that direction, I should suppose, would run their passengers right up to East Boston, if they could be carried over the ferries free; and in that way, through the Lynn and Boston, the Chelsea and all the horse railroads in that direction, the towns below Boston on the east would be benefited.

The legislature has this season granted a charter for a railroad to run from Malden to Chelsea, and to the Chelsea ferry. Well, it may be that they may find it more convenient to run to East Boston, if they can take their passengers over free. I don't know how that would be; but certainly the Lynn road and the Chelsea road would carry their passengers over to East Boston, if they could get them over the ferries free, particularly

if they build this new depot at Long wharf; and I have no doubt they will get the depot. They get everything they ask for.

Q. Suppose they get everything they ask for, and free the ferries, and get this increased team travel that you predict for them; how much will that, in your judgment, increase the expense to the city, of running the East Boston ferries?

A. I believe that the East Boston ferries, at the end of five years, if they are free, will cost $700,000.00 or $800,00.00 a year, taking into consideration the interest money on the capital, and the interest of the money they will spend in going to Long wharf; because they will be sure to go there; for it will be very important, if they get all these boats, to have this new depot; and after you have spent a few millions of dollars, one million more will be but very little to be added. The running of a ferry is an exceedingly expensive business in any case. The drops, tanks, and everything connected with the boats have to be renewed often; and I must say, I am very sorry that I have been so unfortunate as to be connected with a ferry at all. We pay no dividends on our capital, and the whole stock of the Winnisimmet ferry can be bought for less than $100,000.00. It is a mere bagatelle. I own a little less than half of it, and I would be glad to give it away to anybody who would take it and agree to run the ferry, and give satisfaction. I should be glad to get rid of it, and save the annoyance.

Q. I would like to have you state how the expense of transporting teams compares with other expenses.

A. The expense of carrying teams is about this: for every four-horse team that crosses our ferry we charge thirty or forty cents; and I think it costs us $5 for every team we take across. It injures the boats and drops in such a way that it is almost impossible to carry them; and yet we have to. We have passed a vote that we would not take any team weighing over 7,000 pounds; but the teamsters come down there and swear

their teams don't weigh any more than that, and we have to take them, at the risk of breaking the drops and injuring the boats. If we got full prices for our team travel, so as to make it pay, we should have to charge three times as much as we do now.

The Chelsea ferry is not so badly off, however, in this respect as the East Boston ferry; for this reason: While we get $100,000 gross receipts, $80,000 for foot passengers, and $20,000 for teams, the East Boston ferry gets about $160,000, and has to take the Metropolitan R. R. cars; their receipts are about equally divided between foot passengers and teams. We get more from foot passengers than the East Boston ferry, and it is from the foot passengers that we get the profit.

Q. How about the expenses of renewing these boats? How long are they likely to last?

A. Well, a ferry-boat needs building over. We laid out $12,000 or $15,000 last fall, and we have got to lay out considerable on each of the boats soon. New boilers have to be put in every few years; the machinery has to be altered, and the expense of running a ferry and keeping up the boats is very heavy. We have never, any of us, arrived at a safe estimate of what it will cost to run the ferries as they ought to be run. We admit that we do not furnish the accommodations that the people of Chelsea ought to have. We plead our inability, with the small income we get, to give them such accommodation as they desire. Therefore, we want to get rid of the team travel entirely, and then we can accommodate the foot passengers.

Cross-examination.

Q. (By Mr. SWEETSER.) I understand you that you own no real estate in East Boston?

A. I do not; I am happy to say it.

Q. I understand you to say that the freeing of the ferries

would increase the value of the real estate in East Boston 25 per cent?

A. No; I said it would increase my property in Chelsea 25 per cent. I think it would increase my real estate in Chelsea more than it would the real estate in East Boston, for this reason: East Boston has a great deal to gain by free ferries; but, then, she has a little to lose.

Q. I want to know what per cent of increase you place upon East Boston?

A. I can't say.

Q. You have some judgment about it, haven't you?

A. I have not. If you will let me tell the reason why I cannot make a judgment about East Boston, I will.

Q. I would rather you would answer my question?

A. Then I shall decline to answer it, because I cannot,

Q. You simply say it would increase it, in your judgment?

A. I should think it would.

Q. How soon after the ferries were made free?

A. Well, that would depend upon circumstances. If they should put on accommodations enough, ten or fifteen boats, to give all the team travel that would come there as much accommodation as they have now, it would increase it immediately; but if they should have insufficient accommodations, so that this out-of-town travel would have to wait an hour or two, then the East Boston people would be inconvenienced, and they would rather pay the tolls, and have the boats go on as they do now, than be crowded by the out-of-town teams, I should suppose.

Q. Suppose the ferries should be made free, and sufficient facilities afforded to accommodate the travel; when do you think the increase in the value of real estate would take place?

A. I don't think they could get such accommodation at present.

Q. Suppose they did?

A. I should say that if they could have new boats, and a

sufficient number of boats to accommodate the travel as well as it is accommodated now, it would increase immediately.

Q. Why?

A. I should say it would increase the value of the property there, the same as it would increase the value of property in Roxbury if the horse-cars should be run free.

Q. Well, why again?

A. Because it would take the passengers to Roxbury free of expense. That would give people a chance to live there without paying fifty or seventy-five dollars a year to go in the horse-cars. It would be the same in East Boston.

Q. You mean, in other words, that it would increase the population?

A. I should think it would. Wherever they could travel free, the population would be increased, whether by horse-cars, steam-cars, or steamboats.

Q. It would have, in a measure, the same effect as it would if you had a free bridge across?

A. I don't think it would. I think a free bridge would be a great advantage, because that would give an impulse, and there would be no detriment in having the out-of-town travel pass over a free bridge, because the bridge could take all the travel.

Q. I said, "in a measure."

A. No, I should not think it would in a measure. I should not think the two could be compared, — a bridge with a ferry.

Q. A bridge would be subjected to all the interruptions of draws, would it not?

A. I understand; that is trifling.

Q. Very trifling?

A. Very, sir.

Q. Well, supposing it should take eight hours a day, on the average.

Mr. PUTNAM. You are referring to a supposed bridge to East Boston; Mr. Matthews is thinking of actual bridges.

Mr. SWEETSER. Well, I don't know. My question was distinct. I wanted to get at what was in your mind, and I asked whether free ferries would not have, in a measure, the same effect as building a bridge, supposing that to be possible?

A. I should say, so far as I understand the case, that a bridge would be quite a different thing from a ferry.

Q. Now, sir, why do you say that freeing the ferries would increase the value of your property at Chelsea more than it would the value of real estate at East Boston?

A. That I can explain, I think, so that you will understand it, in this way: In Chelsea we are not dependent on the ferry alone; we can go round by Charlestown bridge. It is a little farther, it is true; but we have always that resort, if the ferry is crowded. Morning and night, when we know it will be crowded, we can go that way, and therefore we have two strings to our bow; whereas, the East Boston people have no other outlet but to come by the ferry; and if all this team travel from the neighboring towns is crowded in there, I don't see how they can put on accommodations so but that they must, morning and night, have to wait an hour or an hour and a half. I don't know how that may be, but I think they will. Therefore, I think there is a great detriment to East Boston, as well as an advantage, from freeing the ferries.

Q. I understand you, then, that the value of real estate in Chelsea would increase more than at East Boston, substantially, because the travel from the lower towns would be crowded upon the ferry-boats at East Boston?

A. Yes, sir. I said my property would be increased 25 per cent; not the whole town of Chelsea. I said my real estate.

Q. I speak of real estate generally, in both places.

A. I speak of my own real estate, and my reason for speak-

ing of that is, that my real estate is principally in low lands between Broadway and East Boston, on deep water, where it is wanted for manufacturing purposes. It is now worth about three cents a foot. An advance of 25 per cent would only bring it up to four cents a foot to-day. Therefore, I think it is safe to say it would be worth 25 per cent more.

Q. Then your land would be increased more than the land generally in Chelsea?

A. I think all the land east of Broadway would be increased more than that west of Broadway, the population of which would naturally take the bridge.

Q. Do I understand you to say now, that you think the real estate at Chelsea would be increased by freeing the ferries more than the real estate in East Boston?

A. I do; yes, sir.

Q. Do I understand you as giving, as one of the main reasons for that, that you think it would be increased because the out-of-town teams would block the way for an hour or an hour and a half?

A. Yes, sir. I think the reason why it would increase the value of Chelsea property is, that they could go over the ferry eight or nine hours in a day, and at morning and night, when the ferries would be most crowded they could go around over the bridge. That is the reason why Chelsea would be benefited a little more than East Boston.

Q. Is it? I want to know. You say you think the East Boston Ferry, if it was free, would be crowded by the travel from below?

A. Yes, sir, I do; that is the reason of the difference.

Q. So that you suppose the teams from below and from Chelsea, would run the risk of a delay of an hour and a half, in order to go over East Boston ferry, when they had access to Boston through Charlestown and over Chelsea ferry?

A. We should abolish our team travel on Chelsea ferry.

Q. They would still have the bridge, and you think they would run that risk, and crowd out the East Boston travel?

A. Teamsters are very apt to save their horses all they can, and get on to a ferry. I should think they would crowd up there.

Q. Perhaps you know some peculiarity about the people living down in Essex County which would make them undergo that disaccommodation?

A. Well, people are very peculiar. It is amazing to see how far they will go to save a ninepence, or to save a mile of travel.

Q. It don't save ninepence, because they can go over Chelsea bridge free.

A. Yes, sir.

Q. And they lose an hour and a half. That isn't worth ninepence.

A. You understand they don't always lose that hour and a half. I should think very likely it would take, sometimes, an hour or an hour and a half to get all the teams over.

Q. Now, sir, how much do you think it would increase the value of land in Chelsea generally, — leaving out your own?

A. I did not state that it would increase the value of the real estate. You asked me about land. There is a difference between increasing the value of land and increasing the value of real estate.

Q. Unoccupied land, then?

A. I should think that bordering on East Boston, like mine, would increase about 25 per cent; then all the way from 5 per cent to 25 per cent. It would depend upon location.

Q. Do you think it would increase the price of unoccupied land generally at East Boston less than it would increase the price of unoccupied land generally at Chelsea?

A. I think it would, for the reason I gave. Having only one outlet, the people of East Boston are forced to go to the ferry.

Q. You will not give any opinion, have not formed any, upon the probable increase in value of the East Boston land by freeing the ferries?

A. No, sir.

Q. What is your reason for supposing that there will be an increase in the value of the Chelsea land? Leave out your own now, if you please.

A. Well, I will give it to you. The vacant land in Chelsea is principally flats, worth from one cent to ten or fifteen cents a foot. It is wanted for manufacturing purposes. We have now got water in Chelsea, which we have not had until recently. East Boston has had an advantage over Chelsea in that respect, and it is a very considerable one. Now that we have water in Chelsea, I think that land is as good for manufacturing purposes as the land in East Boston, which is much higher. Consequently the impulse which will be given to it by another free avenue, — every additional avenue increases the value of property, — it is very reasonable to suppose, will increase its value. I can give no better reason than that.

Q. Not to be too long about this, I hope, you have got water; you have got one free avenue; and if the ferries are freed, you will have only one more free avenue; you are farther off than East Boston; you have got land suitable for manufacturing purposes; there is enough of that, I suppose, at East Boston. Why would not a free avenue to East Boston, this same free avenue to East Boston, which is nearer to the city proper than Chelsea, increase the value of land there, just as much, if not more, than it will beyond?

A. I will state, in the first place, that land in East Boston is two or three times as dear as it is in Chelsea. Land that you can buy in Chelsea for five cents a foot, they want 15 and 20 for in East Boston. That is one reason why land will advance more in Chelsea than it will in East Boston.

Another reason why I think that part of Chelsea will be in-

creased in value, is because it has a direct road over to East Boston, and they can take the ferries nine or ten hours in the day, where they can go free; and at other times, when they are liable to be crowded, gentlemen who keep their light pleasure carriages can drive over the bridge; they would have two strings to their bow, while East Boston would have only one. It would not surprise me if night and morning teams should go over Chelsea bridge in order to get into Boston. I think they will. They will not come so much from Essex County. People coming over the eastern avenue which borders on East Boston, will be half a mile nearer the East Boston ferries than those who come by the turnpike; consequently, they have a better chance to get there.

Q. You have stated that, in your opinion, the expense of these ferrries, if freed, would be, at the end of five years, $800,000?

A. I should think so, if such accommodations are furnished as East Boston will require and demand. That is, if they build their new depot on Long wharf.

Q. Well, I want to know why you put it at the end of five years?

A. Because I think that the expense of the ferries, by making them free now, will just about double in the course of a year or two, and then they will go on increasing all the time.

Q. That is to say, if the cost is $200,000 now, at the end of a year, it will be $400,000?

A. You can't reckon the cost to be $200,000.

Q. Assuming it to be.

A. You may assume it; I don't choose to.

Q. I thought you would assume it, to oblige us.

A. No, sir, I don't want to do that; I have had too much experience with ferries. A boy once asked his father, "Suppose you call a calf's tail a leg, how many legs will the calf have?" "Five, you dunce." "No, father, he won't; calling the tail a

leg, don't make it so." I don't want to assume a thing that I know isn't so. You can assume it.

Q. Well, will you assume it to be $500,000? It will answer my purpose just as well.

A. Well, suppose you assume the expense, taking the interest money on the debts and all, at $300,000, then I will go on, starting from that point.

Q. Then I understand you to assume that the expense is $300,000. I want to know if you assume that as conscientiously as you refused to assume the sum I put?

A. I should rather say, that I think my sum is a good deal nearer than yours. I would not undertake to run the East Boston ferries for five years for $300,000 a year.

Q. Will you assume some sum that your conscience will allow you to?

A. I think my conscience will allow me to say, that taking the interest money on the capital, the repairs on these boats and keeping them in good order, the boats requiring new boilers, as they do every year,* and keeping the drops and slips in order, it will cost $300,000 the very next year. I guess the city will find, to their cost, that it will cost more than that.

Q. Suppose you assume the cost last year?

A. Well, we have a way of making up the accounts of ferry boats, charging new boilers, new boats, etc., to construction account. It is something like the calf's leg: you can't get at it.

Q. But if you don't charge your new boats to "construction account" or "contingent expenses"?

A. I don't know. I should like to look into the matter. I think I am expert enough in that business, so that I can take the ferry accounts, if I can get my friend Mr. Brigham to post me up for a day or two, and come here prepared to tell you what I think it will cost.

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* The reporter understood Mr. Matthews to make this statement, as printed. It will be seen, by reference to page 64, that he did not understand himself to have made it.

Mr. SWEETSER. I don't know as I am particular about it.

WITNESS. I don't suppose you are.

Mr. PUTNAM. We should like to have you do it, Mr. Matthews.

Q. Is $300,000 large enough?

A. I should say it was.

Q. Then, from April, 1871, to April, 1872, you say the cost would be $300,000?

A. I should say so, with the ordinary repairs and depreciation which you would have to charge to the boats, and everything of that kind. There is a difference in the way of figuring the cost of such things. Edward Crane figures it in one way, and Chester W. Chapin figures it in another; and Mr. Chapin is generally correct.

Q. Then for the year ending April, 1873, you estimate that it would cost $600,000?

A. No, sir, I don't.

Q. Didn't you say it would double in a year?

A. I said it would double in five years. I don't think it will double in a year.

Q. You said it would double in a year or two?

A. Well, I should think it would double in two or three years, if they get fairly running, with your splendid new boats. It would not be doubled if you kept the old boats on; but they will soon sink; you can't run them much longer.

Q. Then it would be at the end of three or four years $600,000?

A. I should say in three or four years, the expenses would be double what they are now, with free ferries.

Q. How many years do you say now?

A. Three or four years.

Q. Why?

A. I think you will get double the team travel on them; that the railroads will concentrate their freight in larger quantities than they do now.

Q, Where?

A. At East Boston. These large corporations, the Boston & Albany R. R. and others, will sendtheir goods over there; more ships will come in, and of course the teaming business and the business at the wharves in East Boston, and so on, will probably be doubled, and it will go on doubling, and double the teams, of course, will require double the present accommodations. The foot passengers will make very little difference. You can carry just as many foot passengers as you will be likely to have over there; but I think the team travel will double in two years or three.

Q. Then in three or four years, I think you put it now, the business of East Boston will double?

A- No, sir, not the business of East Boston. I will thank you not to put words into my mouth. That don't necessarily follow. The business really will be doubled, coming up from Lynn, Saugus, and Chelsea, and all the team travel. I say the team travel will double from East Boston.

Q. You did not name that?

A. I did, certainly.

Q. Didn't you name the wharves?

A. I said the shipping interest might be doubled. That would not be doubling the business of East Boston. There may be double the goods landed there, but that would not better East Boston business.

Q. The East Boston business was my question?

A. I said the team travel would double in two or three years — two years.

Q. You said, didn't you, that the increase of freight from the northern railroads, and from the wharf business, would double in four or five years?

A. Including the out-of-town travel, it would double, passing over the East Boston ferry.

Q. What would be the probable increase of business in East Boston?

A. I should think the wharf business, and the railroad business, by having free ferries would increase very rapidly; but it is not really the business of East Boston. You might call it the business of East Boston if the Eastern Railroad brings up five hundred tons of freight, and it is carted over to the city of Boston; but it is not any increase of the business of East Boston. It is not real business. Therefore, I should hardly say that the busines of East Boston would increase much.

Q. I understand you to say that the real estate of East Boston would increase considerably with free ferries, but you cannot say how much?

A. No, sir.

Q. How much do you think real estate would increase in five years?

A. That depends upon the accommodation that is given by the ferries.

Q. Suppose we have a good and convenient ferry?

A. And run boats enough to carry all the teams as they come down to the ferry, night and morning, without waiting?

Q. With a good one.

A. We consider that we run as good as we can afford to; but we run a very poor one.

Q. You can't afford to run any, as I understand you. We won't compare it with yours. How much would free ferries increase the value of real estate in East Boston?

A. I shouldn't want to say how much; I don't go over there once in five years. You have people here who can give a great deal better judgment than I can. I said in a few years it might increase it from five to twenty-five per cent, possibly.

Q. You thought it would induce population to go over there?

A. I should think it would induce a mechanical population

to go over there, and I should think the other people would all move out of town.

Q. A mechanical population is a pretty important one, isn't it?

A. I understand. I have a great regard for the mechanics of East Boston.

Q. How fast do you think that would increase?

A. I can't tell you. I shouldn't want to make an estimate.

Q. You have based your increase of cost upon the hypothesis that there would be a considerable increase in population, haven't you?

A. No I have not. I think the increased cost of the ferries, and the increased business there, would come principally from the various heavy transportation companies, which don't bring any business to East Boston, except the few people employed at the depots.

Q. Do you think there would be any increase in the population of East Boston?

A. I should think the manufacturing interest would be likely to increase, and the other population would be likely to decrease.

Q. Considerably?

A. I should say it would be increased. I don't think you ought to press me any further than that, because I can't say the percentage. There is no question but the population would increase.

Q. But not much?

A. I don't say whether less or more. I think that free ferries would be an injury to the wealthy gentlemen who live over in East Boston, except so far as they own real estate that would bring a manufacturing population around them. Therefore, a manufacturing population, while it has great advantages, has some disadvantages.

Q. You think the three gentlemen over there, who, our

friend said in his opening, own a large amount of real estate over there, will be driven out of town?

A. I think my friend, Mr. Bowker, is rich enough to move out of East Boston, and I think he will very soon. They won't want to cross over in that crowded ferry; it will be dangerous.

Q. I suppose it will not be an increase of population that will make a crowded ferry?

A. No, sir; it will be an increase of team travel. I think I have stated two or three times, that foot passengers are a very trifling consideration for a ferry company. We could carry four or five times as many passengers as we now do, without any additional cost, if properly divided during the day. It is team travel which requires extra boats.

Q. Are you for or against free ferries?

A. (*Laughing.*) I must laugh, because I don't know. I understood that some gentleman said here, the other evening, that freeing the East Boston ferries would injure Chelsea ferry. I said, "If that is the case, I will go up and contradict that, because it will not injure Chelsea ferry; it will benefit it."

Q. If I understood you, the quicker it is ruined and sunk out of sight, the better for you.

A. No, sir. We can bring it up if we can get rid of the team travel, so that it will be a good ten per cent stock. I advise everybody to go into it, now that it is down.

Q. Which side are you on?

A. As a tax-payer in the city of Boston, paying, as I said, the fourth or fifth highest tax on the individual list, — I think I am taxed on a million and a half, — I am decidedly opposed to it. I think it would be one of the wickedest and most outrageous frauds ever practised upon any tax-payer by a city government or any other party. I can't see the slightest justice, honor, or anything of that kind in it. As a non-resident of Chelsea, owning a large amount of real estate over there, I am in favor of it. Now do you understand the case?

Q. Now take the Mr. Matthews who owns a third of the stock of the Winnisimmet ferry; how does he look at it?

A. That is a private consideration, that don't bias me one single iota. I own a third part of the ten thousand shares of that company.

It is worth now nine dollars a share. I could give that away without its hurting me in the least. I run that ferry because the people want it. I have been identified with Chelsea. I have made a good deal of money there, and I feel disposed to run it for their accommodation. I don't make a dollar out of it; on the contrary, the ferry company owe me a hundred thousand dollars to-day. I run it for the purpose of accommodating the people of Chelsea, not to make money.

Q. How much land have you got in Boston that is not built upon?

A. I have got some four or five million feet on the Back Bay, that I bought of Mr. Sears and Mr. Francis within the last year, or year and a half, which is not built upon; and I have land in other localities that is not built upon.

Q. What other localities?

A. Upon Columbus avenue, Dartmouth street, Yarmouth street, and many of the streets at the South End. You can hardly go on to any street on the Back Bay, where you will not see land belonging to me, north or south of Berkeley street, and on Berkeley street, and all around Berkeley street.

Q. How would the opening of this vacant land in East Boston affect that?

A. Not the slightest. Our land up there is intended for first-class residences, that shall not be crowded out by mechanics, who want the small houses; and therefore we should be very glad to have free ferries, so as to take them away from our population. We want a good aristocratic population upon that territory. That is high-priced land. They sell land in East Boston for ten or fifteen cents a foot. This land is going to bring

two or three dollars a foot. I have sold this last week several lots of land, amounting to $150,000, at an average of two dollars a foot, for which I passed the deeds to-day.

Q. How does the owner of this vacant land over on the Back Bay, and all around, regard freeing the ferries?

A. I regard it just as much as I shall be taxed by the city of Boston on that land to pay for carrying the people over to East Boston free. A free ferry would not affect the value of the property there one iota.

My land is on Commonwealth and Columbus avenues, and on Boylston st., Berkeley st., Chandler st., Newbury st., and other streets in that neighborhood, and it is sold with the restriction that nothing but houses at least three stories high shall be built upon it. No person is allowed to build upon that land a livery stable, or a mechanic's shop, or a blacksmith's shop, or anything that shall be a nuisance to first-class dwelling houses; and none but first-class dwelling houses will be built upon that whole territory.

Q. But inasmuch as you desire to get rid of the mechanical population, and not be crowded out of that territory by them, and think they will go over to East Boston, I take it you will desire free ferries?

A. No, sir, I don't; because they can go to Roxbury and a great many other places. They don't desire to go up on that territory. A mechanic cannot go and buy a house on Commonwealth avenue.

Q. I am not talking about Commonwealth avenue.

A. We have not got any land that is not just as desirable as that; it is all the same.

Q. It is not quite as valuable now?

A. It will be in a few years.

Q. It is a mere question of taxation, then, with you?

A. One is a question of taxation, and the other is a question like this: If they can make the East Boston ferries free,

they can make the horse railroads free, and then what is our property worth within the City of Boston? If they can tax us the interest on six or eight millions of dollars to carry the people to East Boston for nothing, for the benefit of a few residents and land speculators over there, I say property in the city of Boston is worth but very little.

Q. You don't think Boston proper would be benefited at all by it?

A. I don't think it would, not a bit.

Q. (By Mr. PUTNAM.) I want to ask you a single question. In your judgment, who will feel the benefit of freeing the ferries over in East Boston?

A. I should say that the large establishments over there, like the iron foundries, the East Boston Sugar Refinery, the Eastern Railroad, and the Boston and Albany R. R. These corporations would be benefited, and would crowd out the residents who keep their small one-horse teams, express wagons, etc., as they do over in Chelsea. I should think these large corporations would be benefited more than other classes.

Q. How about the large holders of vacant land?

A. I should think they would be benefited.

Q. How about the small householders and tenants?

A. Well, I don't know. I don't think it would benefit them so much, for this reason: if the ferries are freed, there will be a great crowd of population from the North End who will go over there to get the benefit of the sea breeze and take a sail for nothing. Therefore, there would be a great influx of population that it would be very desirable to keep out of the city.

Q. How about the relation of taxes and rents to the saving of toll, by having the ferries free, for the people who use it as a foot ferry?

A. I should think freeing the ferries would increase the rents of small houses, while it would decrease the rents of large

houses, that are worth $5,000 and upwards, from the very fact, that if you crowd East Boston with a manufacturing population, the wealthy gentlemen resident there will leave, who can afford to live in ten thousand dollar houses, and upwards.

Q. (By Mr. BROOKS.) Did I understand you to say that new boilers would be used for these boats every year?

A. No, sir, I did not make that remark.

Q. How would it affect your foot travel on Chelsea ferry, if the East Boston ferries were made free?

A. It would not affect the foot travel at all. I think we should gain thirty or forty thousand dollars a year, because we should get rid of the team travel. As I said, the two railroads receive about $130,000. If we can run our boats every 7½ minutes, exclusively for foot passengers, we could get half of what the railroads take now, and therefore we should gain thirty or forty thousand dollars a year.

Q. If I did not misunderstand the counsel who opened the case this evening [Mr. PUTNAM], he said we were confined to one string. If I understood the counsel for the petitioners who opened last Friday night [Mr. TRAIN], one of the arguments he brought forward for not freeing the ferries was, that we had an avenue through Chelsea and Charlestown. Now, I understand you to say that we have but one outlet. Is that so?

A. You have an avenue. You can go round through Charlestown, or you can come round on the Grand Junction R. R., and get into Boston; but you would not go over Chelsea Ferry, because we should not take teams. A light team like my friend Mr. Bowker's, can go over the bridge; he would not want to be bothered by the crowd at the ferries. But I supposed this to be a plan for the accommodation of business interests, not for light team travel. They can go over the bridge.

Q. (By Mr. WEBSTER.) What is your opinion in regard to the effect of freeing these ferries, on the wharf property at the North End?

A. I would state that I think it would have a very injurious effect.

I believe I have owned, managed, and controlled more wharf property in the city of Boston and Chelsea, than any other gentleman in the city; and I own, perhaps, now, as much as any other man. I think that the wharf property of Boston, taking it altogether, does not pay three per cent on its value fifteen years ago. The wharf property of this city would not bring what it did twenty years ago, in consequence of the railroads bringing the principal part of the breadstuffs and other products, where it used to come by vessels. Wharf property now is very dull and very low, owing to the falling off in our foreign commerce. Wharfage at East Boston is now very low, and of course that cuts into the wharves of the city proper; and if they should get a free ferry over there, of course it would injure us very much. I think it would depreciate the wharf property of the city vastly.

Q. (By Mr. CLATUR.) Do I understand you to say, that if the East Boston ferries are freed, you shall not take any teams over Chelsea ferry?

A. No, sir, we shall not. That is, I am not the Chelsea ferry, although I have the honor to be the president of the corporation; but the directors might not vote to do it; but still, I think they would, on my advice. I do not think we should take any teams, because, as I have said, we get $18,000 from teams, and it costs us $40,000 to carry them. If the city of Boston will take them over free, we propose to turn them over to their generosity.

Q. (By Mr. SWEETSER.) You will have some regard to your charter, I suppose?

A. Our charter, fortunately, does not compel us to carry them.

Q. (By Mr. ROWE.) What effect would it have upon store property at the North End, near the ferries, in relation to rents?

A. If the ferry should be moved up to T wharf it would no doubt injure the property below. Therefore, I am a little sensitive on that point, because I own a large amount of property in the neighborhood of the East Boston ferries. I did not intend to mention that, and should not, if you had not called it out, because I do not want to bring in my own personal grievances. Still, I own three or four hundred thousand dollars worth of property in the immediate vicinity of the ferries, and if the ferry should be moved up to the end of Long wharf, all the travel from East Boston would be diverted up that way, which would injure that part of the city, without doubt.

Q. (By Mr. HERSEY.) I understand you to say that you think freeing the ferries would injure the wharves at the North End, but I did not understand you to state why. Will you give the reason?

A. I think the large wharves at East Boston, like the Grand Junction wharves, have perhaps a little better accommodations for ships than our wharves; and although wharves like Constitution wharf, Lewis's wharf, and Commercial wharf, which get the foreign ships that come here with emigrants, might possibly hold their own, the small wharves would be injured very much, in consequence of the tolls being taken from the ferries. They take vessels over there at the wharves for any price they can get.

Q. They would be benefited, would they not, if they got enough to pay for the property?

A. We have never been by the business we have had on the wharves, because it has not paid four per cent.

Q. (By Mr. PERKINS.) I understood Mr. Putnam to ask you how the freeing of the ferries would affect small householders and tenants, but I did not understand you to answer?

A. I think I did. I think I answered in this way: that small houses, such as are occupied by mechanics and laborers, which rent for $500 a year and under, would increase; that is, the rents

would increase; but I think the rents of the larger houses, that are worth from $8,000 to $20,000, would depreciate. And I gave my reasons for thinking so, if you understood them.

TESTIMONY OF EPHRAIM A. INGALLS.

Q. (By Mr. PUTNAM.) What is your occupation?

A. I am in the express business; firm of Pratt & Babb.

Q. You run an express from where to where?

A. From Lynn to Boston.

Q. Does your express cross the ferry from East Boston?

A. Yes, sir.

Q. How long have you been in that business?

A. I have been a partner for about six years.

Q. I will ask you, in the first place, whether the present accommodations of the East Boston ferries are at all in excess of the requirements for teaming purposes?

A. No, sir, they are not; not quite up to them.

Q. In your business, you are continually sending teams across from Boston to East Boston, and *vice versa?*

A. Yes, sir; a thousand teams a month, more or less.

Q. If those ferries are freed, what, in your judgment, will be the effect upon the team traffic between Boston and East Boston?

A. I think it would increase very largely.

Q. Where would the increase come from?

A. It would come from Lynn, Swampscott, Marblehead, Salem, Danvers, and from some towns this side; I don't know so much about them.

Q. Is that the nearest, and, on the whole, the most economical way of getting a team into Boston from that part of Essex County, supposing there were no tolls on?

A. Yes, sir; I think it would save about a mile and a half travel, coming from Lynn, and from all points to the east of East Boston avenue.

Q. In your judgment, then, how much additional expense would the city have to incur in order to keep up the same accommodations which are furnished now, if the ferries were free, or after they have been free a year or two?

A. I should think a third more, or a half, perhaps.

Q. Have you had any experience in the crowding of teams on the ferries?

A. No, sir, not a great deal. Only from what I have heard my partner say, and from knowing that he used to pay sometimes 75 cents for a chance. When there was a line of teams there, if he was in a hurry, he would pay 50 or 75 cents for somebody else's chance. But of late, I think that has not been so.

Q. Would they be able with free ferries to accommodate the team travel with the same number of boats they have now?

A. I should think not.

Q. How many more do you think they would require in the course of the next year or two to accommodate the increased travel?

A. I don't know as my judgment would be very good about that. I should think they would require a great many more, because, as I say, these teams from Swampscott with fish, and Marblehead with vegetables, etc., would come that way, I think, when coming to Boston.

Q. Do you know whether that travel which you speak of as coming from Essex County, now comes over Chelsea bridge, or Chelsea ferry?

A. I know it does.

Q. Chelsea bridge is free?

A. Yes, sir. It comes that way, some of it, and some of it comes over the Chelsea ferry, and some of it, I think — a very little — comes through East Boston.

Q. But that would be the better route for it, if the ferry was free?

A. Yes, sir; I think they would come that way, if the ferry was free.

Cross-examination.

Q. (By Mr. SWEETSER.) You team from Boston proper over to the depot at East Boston?

A. Yes, sir. We team at this end, and then carry our freight upon the Eastern Railroad, down to Lynn, and deliver it there. Our teaming is done over East Boston ferry altogether.

Q. To the railroad station?

A. Yes, sir.

Q. Do you know anything about the amount of team travel that takes the Winnisimmet ferry?

A. No, sir, I don't.

Q. I understand you to say, that in case free ferries were established, the teams from the lower towns in Essex County would come through East Boston?

A. Yes, sir.

Q. And you give as a reason for that, that it would be nearer?

A. Yes, sir.

Q. Nearer than what?

A. Nearer than to come by the way of the bridge; perhaps not nearer than by Chelsea ferry.

Q. Would it be any nearer than by Chelsea ferry?

A. I should think it would be about the same distance.

Q. Is it farther than by Chelsea ferry?

A. Well, I should think not.

Q. How much farther do you think it is to come by the bridge, than to come by East Boston?

A. About a mile and a half.

Q. You don't think there is much difference between coming by the Winnisimmet ferry and by East Boston?

A. No, sir, I shouldn't think there was.

Q. Do you know whether there is any difference in the tolls from East Boston to Boston, and from Chelsea to Boston, for teams?

A. No sir, I don't; for we have only one team that goes over Chelsea ferry, and I don't know what the tolls are there. The East Boston tolls I know.

Q. You don't know that they are less over the East Boston ferry?

A. I think they are.

Q. You think the distance over the one for a team coming from Lynn, for instance, and over the other, is about the same?

A. Yes, sir.

Q. And the toll on the Winnisimmet ferry is higher than on the East Boston ferry?

A. That is my impression.

Q. Will you tell me whether you know of any considerable crowding now, or during the last year, over the East Boston ferry?

A. No, sir; I don't. I don't know myself, because I am not about there; but I hear the teamsters talking about it.

Q. I don't ask you what you hear teamsters say about it; I want to know what you know about it?

A. I don't know anything about it. I am not in East Boston but very little.

Q. Isn't it obvious, if the distance is about the same, and the tolls on the East Boston ferry are less, that the temptation is greater to the lower travel to come by the East Boston ferry, than by the Winnisimmet, without free ferries?

A. Well, I don't know. They rest their horses farther by coming by the way of the Chelsea ferry?

Q. That is an advantage to the horses?

A. Certainly, and to the owner.

Q. They have to pay a little more for it?

A. That is my impression; I won't say positively about that.

Q. (By Mr. PUTNAM.) What is the amout of your annual tolls to the East Boston ferry?

A. The amount last year was $1,796.46.

Q. (By Mr. J. SMITH.) Who are the parties most benefited by the teaming going over the East Boston ferries, the merchants of Boston, or the people of Lynn, Salem, Danvers, etc.?

A. Well, sir, I don't know. You could judge of that as well as I can. Our freight is groceries and leather. The leather goes into shoes, and the shoes come back. I don't know who would reap the benefit.

Q. (By Mr. MOULTON.) Do you own any real estate in Boston?

A. I own none in Boston proper. I do in East Boston; a small lot of land with a stable upon it; that is, our firm own it.

Q. Do you think that the north ferry could accommodate any more team travel, and which would be the nearest way for them to come to Boston proper, by the north ferry, or what we call the east ferry?

A. I don't know, sir; I am not conversant with the localities there at all. My business is almost altogether at the other end of the route, and I rarely ever go to East Boston.

Q. I understood you to say that the accommodation is hardly sufficient now for the convenience of the public, and in saying that, you must know something as to whether the north ferry does the full amount of business it can do?

A. No, sir, I don't know. The only way I should find out that there wasn't accommodation enough, would be from some freight being left behind; and on inquiring the cause, I would hear that they got down to the boat, and the boat was loaded full, and they could not get over in season, and so some of the freight was left.

Q. In the usual routine of business, your teams would go to the old ferry, rather than the other one?

A. I don't know about that. My partner is at this end. He is present, and can inform you.

Q. You don't know that that would be the case?

A. No, sir, not of my own knowledge.

Q. You don't know that it would be nearer?

A. No, sir.

Q. How long have you been in the express business?

A. Six years; but I have been at Lynn, as I have said.

Q. You don't know that it would be the nearest route to reach the Eastern railroad?

A. No, sir, I can't say that I do.

Q. (By Mr. SWEETSER.) How many times have you probably been over there, on both ferries, during the last year?

A. Well, perhaps once or twice; not more than that.

Q. (By Mr. PEASE.) Did I understand you to say that all the Lynn, Salem, Saugus, and Marblehead teams, vegetable wagons, etc., would be induced to come over the East Boston ferries, if they were free?

A. I think they would. The great majority would.

Q. Can you state the time when they come across the ferry, whether it is in broad daylight or between ten o'clock at night and five o'clock in the morning, when there is but little travel there?

A. I presume when they come up they would be obliged to take the bridge; but they would go home by the ferry.

Q. (By Mr. PUTNAM.) Do they leave early in the morning?

A. Yes, sir; they leave Lynn or Marblehead early in the morning.

Q. On their return, you think they would go by the ferry?

A. Yes, sir.

TESTIMONY OF DAVID MERRITT.

Q. (By Mr. PUTNAM.) What is your business?

A. Express freight business.

Q. Where do you run?

A. To Salem.

Q. How long have you been in that business?

A. About 30 years.

Q. You run your teams across the ferry to East Boston, and back again?

A. Yes, sir.

Q. Will you state whether, in your judgment, the present accommodations were at all in excess of the demands for team travel?

A. No, sir; I should not think they were.

Q. Will you state whether, in your judgment, the freeing of the ferries is likely to increase the team travel across them, and how?

A. Well, I should think it would increase the travel very much.

Q. How.

A. I think that a great many Chelsea teams would come that way, and teams from other towns, Lynn, Marblehead, Salem, and Danvers.

Q. How large an increase of team travel do you think it would be reasonable to expect from freeing the ferries?

A. I think it would be doubled in a short time.

Q. How would that effect the expense of running the ferries?

A. I should think it would double the expense.

Q. That is, supposing the extra accommodations were given which the travel would call for?

A. Yes, sir.

Q. What have you had to do with these ferries? Has your business been at this end of the line?

A. Yes, sir.

Q. How long have you been back and forth in the ferries?

A. For fifteen or sixteen years.

Q. Have you watched the going on and off of teams, and noticed what the accommodations were?

A. Yes, sir.

Q. Do you consider yourself qualified to form a judgment as to what relation between the extra amount of travel and the extra amount of accommodation would be?

A. Well, I only give it as my opinion.

Q. Do you think that the extra travel which it is reasonable to expect from freeing the ferries would call for double the present amount of accommodations before many years?

A. Before a year; yes, sir.

Q. What is the amount of toll you pay to the East Boston ferry?

A. About $1,800 a year.

Cross-examination.

Q. (By Mr. SWEETSER.) Where do you reside, sir?

A. In Salem.

Q. How frequently during the last year have you been over either of the ferries to East Boston?

A. About once a month.

Q. Do you know whether any considerable amount of the team travel has gone over the East Boston ferries during the last year from the lower towns in Essex County?

A. I have seen some teams.

Q. About how many have you seen, once a month?

A. Well, a very few, because I have generally gone over in the middle of the day.

Q. Perhaps you can remember the number?

A. Perhaps two or three on a boat, sometimes. Sometimes I would not see any.

Q. (By Mr. RYAN.) Are you a tax-payer of Boston?

A. Yes, sir.

Q. What is the amount of your tax?

A. About $70, I think.

Q. You signed this petition?

A. No, sir.

Q. You are in favor of free ferries?

A. No, sir; not unless we can have more accommodation than I think we should have.

Q. I understand you that freeing these ferries would increase the team travel from Salem and that neighborhood? What class of travel would this be? Would it be teams loaded with produce and manufactured goods, coming to Boston, or would it be light travel?

A. Produce teams; two-horse teams, mostly.

Q. Heavy teams?

A. Well, rather heavy, — not very heavy.

Q. I suppose all those teams would carry more or less manufactured goods to Boston?

A. No, sir, produce.

Q. (By Mr. PERKINS.) Are the present accommodations at the ferries sufficient for the present travel, without causing considerable delay?

A. Well, there is some considerable delay sometimes.

Q. How much delay?

A. Well, so much delay that the teams have to go into a line up to Commercial wharf, going to East Boston, and coming from East Boston, up by the sugar house in Maverick square.

Q. (By Mr. NOYES.) You say you pay about $1,800 a year to the ferries, and pay a tax of about $70. Would it not be more for your interest to have these ferries free and pay an increased tax, than to pay the tolls and pay only your $70 a year tax.

A. I should rather pay the tolls than run the risk of not having the accommodations we have now.

Q. (By Mr. MOULTON.) You would like to have free ferries, provided they furnished sufficient accommodations, as I understand you?

A. I have no objection to free ferries.

Q. (By Mr. BROOKS.) In making your charges for your express business, you intend to cover these tolls, so that they don't come out of you? You charge them to your customers either at one end of the route or the other?

A. Very little, if any; we don't make any charge of it.

Q. No; but you charge enough more for your freight to cover them, don't you?

A. We intend to charge enough to cover all expenses.

Q. So that in the end you had just as lief pay your tolls as not, so far as you are concerned. It would not really affect your pocket in the end, would it?

A. It would, unless we could have as good accommodations as we have now, or better.

Q. You think your teams would have to wait, which would be money out of your pocket?

A. Yes, sir; we should lose more than the tolls.

Q. Do you know whether or not the north, or People's ferry, does all the business it can, when your teams are waiting at Commercial wharf?

A. Well, I should not think it did, though they go that way sometimes.

Q. Your teams usually go to what they call the old ferry?

A. Yes, sir; they are in the habit of going that way, and they forget about the other ferry.

Q. Forget there is one?

A. Yes, sir.

Q. (By Mr. STONE.) Which would be the more advantageous to your business, to increase the accommodations at the ferries, or to free the ferries, in your judgment?

A. To increase the accommodations.

Q. Which should you prefer, to go twice as often, without freeing the ferries, or to have the ferries freed, and run the risk of what you would be likely to get?

A. To go twice as often, without freeing the ferries.

Q. (By Mr. MOULTON.) I understand you to say, that you don't pay any ferry tolls at all, is that so?

A. I did not mean to say so. I said we paid $1,800 a year.

Q. I understood you to say that you charge enough on your freight to cover all expenses, and that you pay no toll at all yourself; it comes out of those who pay the freight. That is the way I understand it. Am I correct?

A. If you choose to put that construction upon it.

Q. (By Mr. BARNES.) I understand you to say, that you have seen teams in a line nearly to Commercial wharf?

A. I have seen my teams there, and a great many others.

Q. By what ferries were those teams intending to cross?

A. The old ferry — the East Boston ferry. I have seen teams crowded at the other ferry, but not so much.

Q. How much at the other ferry?

A. Well, perhaps half as much, sometimes. I don't say it is so all the time. It is so when there is considerable doing.

Q. Half way to Commercial wharf?

A. No, sir; not from the People's ferry.

Q. You have stated how far you have seen the line from one ferry; how far have you seen it from the other?

A. I don't remember. I have not been that way so often; but I have seen teams waiting there for the boats.

Q. Because the boats were not on time, or because there was a long line of teams?

A. It might have been some detention by a vessel, or something.

Q. (By Mr. WILLIS.) How long have your teams been obliged to wait at the old ferry?

A. I dont know how long a time it would take to carry them all over, but it always seemed a good while; sometimes two loads.

Q. How long does it take for a boat to cross? How long

would a team be waiting from the time of arrival until it landed on the other side?

A. Oh, over an hour, sometimes.

Q. (By Mr. BROOKS.) Do you mean that you have seen these teams waiting since the ferries passed into the hands of the city government? Do you mean within a year?

A. I don't remember. My teamsters have told me within a month, of waiting there and falling into the string at the head of Commercial wharf?

Q. (By Mr. WINCH.) If your teamster was in haste to get to East Boston, and was in the line at Commercial wharf, whether he would venture to break the line and try to get over sooner by the People's ferry, rather than take his turn at the old ferry?

A. I have asked the teamsters a good many times why they did not do so, and they have generally told me that they did not think of it.

Q. In your opinion, would they gain time by doing so?

A. Sometimes they would, and sometimes they would not.

Q. (By Mr. PUTNAM.) It would be running considerable risk to do so, would it not?

A. Sometimes it would.

Q. (By Mr. ROBINSON.) What do you charge per ton for hauling freight to the depot?

A. We don't separate it. We charge so much for taking freight here and delivering it at Salem.

Q. You don't have any tariff of rates for freight from here to the other side?

A. No, sir.

Q. Well, about what proportion? How much per ton?

A. About a dollar a ton.

Q. What is the truckmen's tariff for drayage in the city proper to the various depots?

A. Some goods a dollar a ton.

Q. The general rate, then, is a dollar a ton in the city proper, and you charge about a dollar there?

A. Yes, sir.

Q. (By Mr. SWEETSER.) Have you any idea that the freeing of the ferries would affect your business?

A. I should not think that it would affect it much, sir.

Q. Have you any idea that it might diminish it?

A. Well, I don't know that it would diminish it any.

Q. I don't ask you whether you know, but whether you have that idea, or any fear that it might.

A. No, sir; I should not think I had any fear about that.

Q. Have you told anybody, to-day, substantially this: that if the ferries were free, you thought it would probably cause people to carry their packages themselves?

A. No, sir. I might have said that I thought people might send some goods there.

Q. Didn't you say that you thought your business might be diminished, if the ferries were made free, for that reason?

A. No, sir.

Q. You did say that you thought they would carry their own goods some?

A. Yes, sir, I think I did, in speaking about it.

Q. Didn't you state that as an objection that you had to free ferries?

A. No, sir.

Q. Do you recollect with whom you had that conversation?

A. No, sir. I have talked with quite a number of people about it to-day. I have no objection to free ferries.

Q. Do you recollect a conversation you had with one Mr. Pote?

A. Yes, sir. I don't remember the conversation; but I remember talking with him.

Q. Do you remember making that remark to him?

A. No, sir; I did not make that remark to him.

Q. Not the remark you spoke of yourself?

A. No, sir. I don't remember that.

Q. (By Mr. J. SMITH.) Do you carry more goods into Boston from Salem, Danvers, etc., than you carry out on your return?

A. I carry more goods to Salem from Boston.

Q. Who pays the expressage on the goods from Boston to Salem?

A. The parties who own the goods.

Q. The Salem people?

A. Yes, sir.

Q. They pay the tolls on the East Boston ferries?

A. They pay the freight on the goods.

Q. And the tolls?

A. They don't pay any tolls, as tolls.

Q. (By Mr. PUTNAM.) I suppose the parties at this end who send goods to Salem pay the freight from this end?

A. No.

Q. The parties to whom the goods go pay the freight?

A. Yes, sir.

Q. And the other way the same?

A. Yes, sir, generally.

Q. Generally the party receiving the goods pays the freight, does he?

A. Generally, yes, sir.

Q. You provide for the tolls in your general charges?

A. Yes, sir; we reckon the tolls in.

Q. Simply as part of your expenses, like house-hire, car-hire and everything else. They are included in making up the rates at which you can afford to carry freight?

A. Yes, sir.

TESTIMONY OF GEORGE L. BABB.

Q. (By MR. PUTNAM.) Are you a member of the firm of Pratt & Babb?

A. Yes, sir.

Q. You run an express from Lynn?

A. Yes, sir.

Q. How long have you been in the business?

A. Twenty years.

Q. Do you run your express teams to the Eastern R. R., across East Boston ferry?

A. Yes, sir.

Q. Are you familiar with the business at the ferry yourself?

A. Yes, sir.

Q. How long have you been familiar with it?

A. Eight or ten years.

Q. Whether in your judgment the present accommodations at the ferries are any greater than are necessary for the proper accommodation of the teaming public?

A. I should think not.

Q. In your judgment, is there likely to be any increase in the amount of teaming done over these ferries in consequence of the abolition of the tolls?

A. I should say there would be.

Q. How great, and what would it consist of?

A. Well, the teams from the towns below, as the other gentlemen have stated, with the addition of Chelsea, — I haven't heard any of them say anything about Chelsea, — would come that way. There is no question but what the Chelsea express would go through East Boston, in my opinion.

Q. You think all the team travel from the towns below would come that way?

A. I don't say all, but a majority of it.

Q. And from Chelsea?

A. Yes, sir.

Q. Do you confine that to the heavy travel, or do you mean to include the light travel?

A. The riding class would not come that way. Folks who work for a living would probably come that way.

Q. How much should you think the travel from this source and the travel arising from the freeing of the ferries might increase?

A. Well, it would increase considerably.

Q. Say in the course of two or three years, how much should you expect to see it increase?

A. I should say half.

Q. If the team travel is increased one half, can it be accommodated without greatly increased accommodations?

A. With what accommodations we have now, they could not accommodate the travel.

Q. What would be needed in addition to what there is now?

A. They would have to have more boats.

Q. Would they require more slips?

A. They should have more, for all weathers.

Q. What, in your judgment, would be the proportionate increase in the expense of running the ferries, two or three years after they were freed?

A. I can't tell much about that. Of course, if they run six boats, it will cost a third more than it does to run four.

Q. Now will you state what you have seen in relation to the crowds of teams at these ferries, as they are now?

A. I have seen a great deal of trouble down there, but not so much of late. We have been better accommodated since the city took the ferries.

Q. What sort of trouble?

A. Waiting for a chance to get across.

Q. How long have you known a team to have to wait for a chance to get across?

A. I don't know as I have ever timed them. I know I have given them ample time to get aboard, and they didn't reach the

train. I can state one instance where a team went into the string at a quarter of five, and didn't get over in season to get the goods on board of the train at six o'clock. But that is not of late date; they have done better since the city took it; but then I have had teams come back that had had thirty minutes to cross in.

Q. That is, you have had teams fail to catch the cars, with thirty minutes to get across in, since the city had charge?

A. Yes, sir.

Q. Have you ever paid for a place in the string?

A. Yes, sir, I have.

Q. Why was it necessary for you to pay for a place?

A. I have had men give me a chance, and when they wouldn't do that, I would pay them whatever they asked — a quarter, fifty cents, or seventy-five cents.

Q. How long a string have you ever seen at the ferries since the city took the thing in charge?

A. I have not noticed particularly about it so much since that time; they have accommodated us better than they used to.

Cross-examination.

Q. (By Mr. SWEETSER.) Do they go to one ferry as much as the other?

A. No; the old ferry carries more, I think, though I don't know about that. I should have to be there all the time in order to ascertain that.

Q. You would have to be there all the time, would you not, to ascertain of your own knowledge what you have been testifying to?

A. I have testified to what I have seen and known. I have started a team from Fulton street, with 30 minutes to get to East Boston, and told the teamster to go to both ferries, and if he could not drive on to the boat, to come back again, and I have known him to come back, within a month.

Q. You don't know but he could get on at one ferry, and you don't know that he went to both?

A. I don't.

Q. Do you know enough from your own personal observation to know that one ferry is used more than the other?

A. I think there is more travel on the old ferry than on the new.

Q. What is the reason?

A. Well, I don't know. It is farther, after getting across in East Boston, to go to the depot.

Q. How much?

A. Not but a short distance, but it is a little farther.

Q. That is the reason they resort to the old ferry?

A. I think very likely.

Q. (By Mr. BARNES.) Did you sign the petition to be heard before the committee?

A. No, sir.

Q. Then you are not a petitioner for this hearing?

A. No, sir.

Q. (By Mr. PUTNAM.) You were summoned as a witness, were you not?

A. I am sorry to say I was.

Q. How much do you pay a year for tolls?

A. Mr. Ingalls gave you the figures to a cent. Some eighteen hundred dollars.

Q. (By Mr. BROOKS.) Do you know whether your teamster went to the ferry or not?

A. I can't swear to it.

Q. You don't know whether he went there or stopped to take a drink?

A. No, sir.

Q. (By Mr. PUTNAM.) Is that teamster now in your employ?

A. Yes, sir.

Q. Will you ask him to come up here?

A. I don't want to do that. I don't want to bother him. It is nonsense to talk about that. A man who lives in East Boston would get across if he could; he wouldn't come back and hang around the office another half hour.

Q. (By Mr. ADAMS.) Do you own any real estate in East Boston?

A. Yes, sir; a small piece of land, or the firm do, Pratt & Babb.

Q. (By Mr. MOULTON.) The same piece that Mr. Ingalls testified to?

A. Yes, sir.

Mr. EMERY moved that when the committee adjourn, it be to Monday night, at seven and a half o'clock.

Mr. NOYES moved to amend, by substituing Friday evening next. The amendment was lost, and Mr. Emery's motion carried.

Mr. STONE moved that the committee adjourn, but the motion was lost.

TESTIMONY OF WILLIAM ARCHER.

Q. (By Mr. PUTNAM.) What is your occupation?

A. I have charge, in part, of Chelsea bridge.

Q. How long have you had charge of Chelsea bridge?

A. Since it was freed, a year last November.

Q. Did you have any connection with it before it was freed?

A. I was toll-keeper for seven years.

Q. Then your connection with it goes back seven years before it was freed?

A. Yes, sir.

Q. And you say it was freed a year ago last November?

A. The 6th of last November, a year ago.

Q. Did you notice any increase in the travel, in consequence of the bridge being free?

A. Yes, sir. I should think the travel was treble now.

Q. If there has been any difference, what kind has increased the most?

A. Well, heavy teaming.

Q. Teaming of all kinds?

A. Yes, sir, teaming of all kinds.

Q. Before the bridge was freed, how was it about heavy teams? Did they come mainly by the bridge, or how did they come?

A. We have a great many more heavy teams now than we had before it was freed.

Q. How did they come before it was freed?

A. That I can't tell.

Q. Are you familiar with the roads running down into Essex County, and up towards Saugus and Melrose?

A. No, sir; I am acquainted down to Lynn and Swampscott, and that way.

Q. Take the towns that come in on the Salem turnpike; how would the freeing of the East Boston ferries be likely to affect the travel from those towns?

A. I should judge they would take a good part of the Essex County travel; farmers, fishermen and the like of that.

Q. Do you know how the distance compares from the towns farther down on the turnpike, through East Boston and by the ferries, with the distance by the bridge?

A. I have always understood that it was the same distance by the East Boston ferry, as it was to the end of the bridge.

Q. Then to Boston it would be shorter by the East Boston ferries?

A. Yes, sir.

Q. How far is it from the end of Chelsea bridge to State street?

A. Two miles and a half.

Q. Then it is two miles and a half shorter by East Boston than by the way of the bridge?

A. Yes, sir.

Q. Then you think if the tolls were removed the travel would be diverted that way?

A. I think more or less of the fishermen who come up early in the morning would go back that way. I don't know that they would come that way.

Q. What sort of travel causes the most wear and tear?

A. Heavy travel.

Q. Have you any idea what proportion?

A. No, sir.

Q. How does the increase of heavy travel affect the wear and tear of your bridge?

A. Where a plank lasted two years, it don't last but one.

Q. That is, since the toll was taken off?

A. Yes, sir.

Q. Have you observed in former times, when there was a toll upon the bridge, whether heavy teams manifested any preference for the ferry over the bridge?

A. I think they manifested a preference for the ferry.

Q. Other things being equal?

A. Yes, sir.

Q. And it is taking the tolls off that has brought them back to the bridge?

A. Yes, sir, brought a great many back. The greatest increase is of heavy teams that come from Somerville over that way with brick and stone.

Q. (By Mr. BROOKS.) If I understand you correctly, you say the largest amount of the heavy teaming comes from Somerville?

A. The largest part of the increase appears to come from that way; brick and stone, that formerly went around through Malden.

Q. Do I understand you to say, that in coming from Somerville to Boston, they would come across the East Boston ferries?

A. No, sir; I didn't say so.

Q. A large portion of the increase of the teaming across that bridge, of course, has been owing to the increase of the population of Chelsea?

A. I should judge so. There has been a large increase of building.

Q. It would not go across the bridge with the tolls on?

A. No. It went around through Malden into Chelsea when the tolls were on the bridge.

Q. Don't those vegetable teams that come from Danvers, Marblehead, and that section of country, start on their way home about nine or ten o'clock in the forenoon?

A. Yes, sir.

Q. That is the part of the day when there is the most leisure on the ferries, is it not?

A. I have no idea of the business of the ferries. I am not acquainted with them.

Q. (By Mr. KINGSBURY.) Do you reside in Chelsea or Boston?

A. In Chelsea.

Q. Are you one of the petitioners?

A. No, sir.

Q. Do you know to what extent the valuation of property has increased in Chelsea since the abolition of the tolls on that bridge?

A. No, sir, I don't.

Q. You have no doubt it has increased some?

A. I have no doubt it has; rents have increased some.

Q. (By Mr. DICKINSON.) You say rents have increased in Chelsea since the tolls were taken off at the bridge?

A. I should think they had some.

Q. How much?

A. I can't tell how much.

Q. What percentage do you think?

A. I can't tell that. I pay twenty-five dollars a month for a house now that before let for twenty-one.

Q. Do you know what that house was taxed for before the tolls were taken off?

A. I don't.

Q. Do you know what it is taxed for now?

A. I don't.

Q. Could you find out?

A. I could find out.

(Mr. DICKINSON.) I wish you would and let me know.

Q. (By Mr. NOYES.) Who requested you to come here?

A. I came by a summons.

Q. (By Mr. PUTNAM.) When did you first hear that you were wanted here?

A. About half-past two o'clock this afternoon.

Q. And how?

A. By a summons.

Q. From an officer?

A. Yes, sir; and I received one dollar.

Q. (By Mr. BROOKS.) I understand you to say that house rent in Chelsea has very much increased since the tolls were taken off?

A. I judge from the house I live in.

On motion of Mr. BARKER, the committee adjourned to Monday evening, at seven and a half o'clock.

THIRD HEARING.

MONDAY EVENING, APRIL 17.

The Chairman called the meeting to order at 20 minutes to 8 o'clock, and stated that the following petitions had been referred to the Committee: Of Jos. Nickerson, Silas Pierce & Co., and 41 others; C. C. Chamberlin, Wm. Ruddell, and 46 others; Saml. Dillaway, jr., and 53 others; Charles R. McLean, Washington Snelling, and 78 others; Benj. James, D. N. Pickering, and 9 others; Coleman Cook, and 101 others; A. B. Wheeler & Co., J. W. Briggs, Moseley & Hodgman, B. M. Clark & Co., and 41 others; Henry Mayo, and 12 others; Elbridge E. Fletcher, and 51 others; Augustus Meisel, H. W. Longfellow, Otis Tufts & Co., and 20 others; John C. Simpson, and 41 others; Henry Jones & Co., and 77 others; Charles E. Wiggin, Geo. T. Adams, T. C. & C. F. Newcomb, and 101 others; Hill & Wright, and 55 others; Robert Wright, and 53 others; Andrew Sumner, and 49 others; Justin Rideout, R. H. Waters & Co., Hale, Morse & Howe, and 39 others; H. W. Chaney, and 73 others; Robt. E. Jackson, and 38 others; Patk. Donahoe, and 36 others; J. W. Stover, and 24 others; Manson & Peterson, and 72 others; Mark Googins, James Richards, John A. Parks, and 57 others; John M. Jenks, and 20 others; D. H. Blaney, and 51 others; D. Scott, and 76 others; John McFarland, Bedford Erskine, and 35 others; Wright & Whitcomb, Patton, Ginn & Folger, and 48 others, that the East Boston Ferries be made free.

The counsel for the petitioners was then requested to proceed

TESTIMONY OF WESLEY ABBOTT.

Q. (By Mr. PUTNAM.) What is your business?

A. I have been employed on the Chelsea bridge.

Q. How long?

A. For seven years.

Q. You have been in charge of the bridge since the tolls were taken off?

A. Yes, sir.

Q. How long have the tolls been taken off that bridge?

A. It was freed the 9th of Nov., — a year ago last Nov.

Q. Have you observed anything as to the effect of taking off the tolls upon the amount of travel on the bridge?

A. I think the travel has been very much increased.

Q. Can you make any estimate how much it has been increased?

A. I should think it had trebled.

Q. Have you any facts, upon which you base your estimates?

A. Well, nothing very definite. We took an account one day last November of the number of teams that passed over from six o'clock in the morning until six in the evening, and, reckoning them at the old rates of toll, it would give about three times the average tolls for the same season of the year.

Q. Three times the average tolls for the whole day?

A. Three times for the whole day, and we only took from six to six.

Q. Have you any other means of judging of the increase of travel?

A. Well, I can judge something by the amount of wear on the bridge. I don't think the planks will last more than half as long as they used to.

Q. Does anything occur when the draws are open that enables you to judge?

A. Well, before the bridge was freed, we had to help turn the draw, and we took change in our pockets, and collected the tolls at the draw, and had a pretty good opportunity to observe the number of vehicles that would collect when the draw was off. I think now we should find it very difficult to take tolls sometimes.

Q. You think that the chain of vehicles that collects when the draw is open is very much greater than it used to be?

A. Yes, sir.

Cross-examination.

Q. (By Mr. SWEETSER.) What was the occasion of your taking a count in November?

A. One of the aldermen of Chelsea requested us to do so. I don't know for what purpose. I think it had something to do with some question that might come up in the legislature. I think I heard so; I won't be positive. The Chelsea people thought their share of the bridge was greater than it ought to be, or something like that.

Q. You didn't take any pains to find out also from what places the travel came that went across to Boston?

A. No, sir, we had no means of knowing.

Q. Was it an ordinary day?

A. Yes, sir, we took a day at random. We didn't know until the night before that they wanted us to take a count.

Q. It was a pleasant day, I suppose?

A. It was a pleasant day.

Q. You think that the travel has increased three fold?

A. I have no doubt of it, sir.

Q. To what cause do you attribute the increase of traffic?

A. I suppose that the population has increased some, for one thing; and then I think very likely that people who own teams pass over oftener than they would; and I dare say other people have bought teams who wouldn't have bought them to ride back and forth in, and pay tolls of about $50 a year.

Q. There is some travel from East Boston that now goes over the bridge, which formerly didn't go that way?

A. Yes, sir; there is a good deal of travel, I should judge, that comes there now.

Q. That didn't come before the tolls were taken off?

A. Yes, sir.

Q. Do you remember taking some that formerly went over Winnisimmet ferry, that don't go now?

A. Yes, sir, I think we do.

Q. Do you know anything about the amount of team travel that comes from towns below?

A. No, sir, I could not tell where a team came from, unless I was personally acquainted with the party.

Q. I didn't know but you were personally acquainted with the men who drive market wagons from the towns below.

A. I know a great many that come that way from the towns below.

Q. (By Mr. HERSEY.) How soon after the abolition of the tolls did you notice a marked increase in the travel? Was it immediate or was it gradual?

A. I think it gradually increased.

TESTIMONY OF CHARLES R. MORSE.

Q. (By Mr. PUTNAM.) What is your occupation?

A. Truckman.

Q. In Boston?

A. Yes, sir.

Q. How long have you followed that occupation?

A. Twenty-three years.

Q. Do you have occasion to make much use of the ferries between Boston and East Boston?

A. We do, a good deal.

Q. How much do you pay them for tolls?

A. A hundred dollars a month, on the average.

Q. In your judgment, are the present accommodations greater than the amount of team travel demands, between here and East Boston?

A. The accommodations are not sufficient for the teams.

Q. Will you state how, sir?

A. Well, sir, very often, in coming this way, there are many times in a year when we have to go into Maverick square to get into line to take our chance to come over the ferry.

Q. How far is that from the ferry, on the other side?

A. I should think 125 rods.

Q. How many boats would you have to wait over, in that case?

A. Two, and sometimes a third one.

Q. How is it on this side, sir?

A. Some parts of the day, it is very much crowded on this side; say between two and six o'clock in the afternoon.

Q. Take the day through, on the whole, is the team travel accommodated as much as you think it should be?

A. I think it is not.

Q. Have you any judgment as to whether the taking off of tolls would be likely to increase the amount of team travel?

A. I think it would increase it very much.

Q. In that case, sir, would, in your judgment, the accommodations have to be increased, or not?

A. To give any sort of satisfaction, they would have to be increased very much.

Q. How much, sir, and in what way?

A. In my judgment, I think the travel would increase 75 per cent; and, I think, in from three to five years, it would double.

Q. How much additional accommodation would be needed, in your judgment, in running the ferry, in the course of the next five years?

A. I should suppose, as far as my judgment goes, that they would need three boats more, certain.

Q. Do you own any real estate in Boston?

A. I do not, sir.

Q. As far as you know, what is the present opinion of the men who drive teams over there, and the community generally as to the advisability of freeing these ferries?

A. Well, I haven't talked with very many. I know my own feeling, which is of course a moneyed interest.

Q. Well, sir, express your views about it.

A. My own feelings are, that I had rather pay twenty cents toll, than lose fifty cents worth of time waiting to go across.

Q. Then what is your judgment as to the advisability of freeing the ferries?

A. If they would give us ample accommodations, I would be very happy to have the ferries freed; but unless they do, I would rather they would remain as they are.

Cross-examination.

Q. (By Mr. SWEETSER.) Do you live in East Boston?

A. No, sir, in Charlestown.

Q. How frequently do you pass over the ferries personally?

A. Well, perhaps 150 or 200 times a year.

Q. Do you use one ferry more than you do the other?

A. I do, sir.

Q. Which one?

A. What is called the old ferry.

Q. When you speak of teams waiting in a line up as far back as Maverick square, do you speak of the old ferry?

A. Yes, sir, the old ferry.

Q. You would rather have the ferries free, provided there was sufficient accommodations?

A. I would.

Q. (By Mr. PUTNAM.) You do all the Custom House trucking?

A. No, sir; we do half of it, and East Boston happens to be in our district.

Q. How many teams do you run?

A. Eleven.

Q. Do you do any trucking for the Cunard steamers?

A. Yes, sir, very much.

TESTIMONY OF SUMNER PENNELL.

Q. (By Mr. PUTNAM.) What is your business?

A. Truckman.

Q. Where do you carry on the business?

A. Broad street, in Boston.

Q. How long have you been in that business?

A. Twenty-three years.

Q. How extensive is your business, in regard to the number of teams you employ?

A. Well, it is quite extensive, somewhere about twenty-five horses usually.

Q. Do you have occasion to use the East Boston ferries?

A. We do, sir.

Q. How much?

A. Well, we use them a great deal. Some weeks two-thirds of our business will be in East Boston.

Q. Have you observed anything as to the extent to which the business is accommodated by the ferries, as at present run?

A. Well, there should be some better accommodations than we have some parts of the day; there are certain parts of the day when two boats running on the old ferry cannot accommodate them. Then, in the middle of the day, they get well accommodated, because the teams are not so numerous.

Q. Can you state to the committee anything you have observed as to any deficiency of accommodations there? How long, for instance, have you seen strings of teams there?

A. It is nothing unfrequent to see teams as far up as the Sugar House, in East Boston; that is, along in the forenoon. Then, perhaps, again at three o'clock in the afternoon, on this side, there will be a string along on Commercial street, as far as Lewis's wharf; that is when the teams are returning home.

Q. How great a delay does that involve for the teams at the end of the string?

A. That delays some half an hour, probably, or more.

Q. What, in your judgment, would be the effect upon the amount of business by freeing the ferries?

A. I don't know as it would make much difference in the amount of business. The travel would probably increase 33 per cent or more.

Q. The team travel?

A. The team travel.

Q. In your judgment, would that increase of travel be fairly accommodated, without considerable increase of the number of boats and ferry accommodations?

A. No, sir, it could not be accommodated with the present accommodations.

Q. How much do you pay in tolls a year?

A. Probably $700 or $800 a year.

Q. From what quarters would the increase of travel come that you would expect?

A. It would come from Lynn, Salem, and towns in that direction, and North Chelsea. A great many of those teams now come by the way of Chelsea, and Chelsea bridge.

Q. Are you familiar with the roads there?

A. I have traveled those roads considerable. All that travel would naturally come that way, because it is a more direct way than it is to go through Charlestown.

Q. If the ferries were free, that would be the natural course of travel?

A. I should suppose it would. It is a mile and a half nearer to come that way.

Q. How large an increase in the number of boats should you think necessary to accommodate the increase of travel arising from taking off the tolls, and from the natural growth of business over there?

A. I should suppose there could not be boats enough run on those two ferries to accommodate the business at the end of three years, with the number of slips they now have.

Q. You think it would be necessary to increase the number of slips, then?

A. I do, sir.

Q. And that of course would involve a still larger increase of the number of boats?

A. Yes, sir. They could give greater accommodations with the slips they now have by running more boats. They could run four boats at the lower ferry.

Q. They would not only be obliged to have more boats, but more slips, to meet the increase of travel?

A. Within five years, I have no doubt it would be necessary to run six or seven boats.

Q. Are you a tax-payer in Boston?

A. I am.

Cross-examination.

Q. (By Mr. SWEETSER.) How many teams do you think pass these ferries a day?

A. Well, sir, I could not give the slightest idea. Although I am over there sometimes two or three times a day, and as often as seven or eight times a week, on the average, I could not give any idea of the number of teams that pass there.

Q. I understand you to say, that there are certain hours in the day, in which there is an excess of team travel?

A. Yes, sir.

Q. And that there are certain hours of the day, and a much greater number of hours, when there is not an excess?

A. Well, there are two or three hours, at noon time, when the travel is light.

Q. I understand you to say, that with free travel, the increase of teams, in your judgment, would be so great that they could not be accommodated with the present number of boats?

A. Yes, sir, I think they could not be.

Q. And that they could not run boats enough over those ferries to accommodate the probable increase there would be in the course of from three to five years, if they were freed?

A. Yes, sir.

Q. I didn't know but you might know something about it, or have something in your mind that would enable you to estimate the number of teams that were carried per day now?

A. I have never thought of that, sir, at all.

Q. Nor of the number of passengers?

A. No, sir, I have not the slightest idea.

Q. Did you ever cross on the Fulton ferry between New York and Brooklyn?

A. I never did.

Q. Should you think there were 200 teams a day?

A. I should think there was more than that.

Q. 300?

A. I should think there might be.

Q. 500?

A. Well, there might be that, for all I know. There may be a thousand, for all I know.

Q. Do you think so?

A. I should think not, but there may be.

Q. Do you really think there are 500?

A. I should think there were 500 vehicles passing each way the day through.

Q. But less than a thousand?

A. I should think there might be a thousand, but I haven't the slightest idea.

A. If you don't know anything about the present travel, how do you make your estimate?

A. Well, I estimate by what I see; from my observation in passing and repassing.

Q. Should you think that four boats, as large as the Fulton ferry-boats, would carry across 800 teams a day?

A. I don't know anything about the capacity of those boats.

Q. Do you think they would carry 800?

A. I don't know anything about them. I don't know the size of those boats.

Q. Do you think the East Boston ferry-boats would carry 800 a day?

A. I presume they might.

Q. How many more?

A. I can't say anything about that. I don't anything about how often they run, or how many they get on at a time.

Q. I am speaking now of the East Boston ferry-boats. Do you think they would carry 800 teams a day?

A. I should think that might give them all they could do, and a little more.

Q. How much more do you think they could do, comfortably?

A. Running them as fast as they could be run, I think they might run up something over 800. I should judge so, but I have no way of knowing.

Q. You are giving your judgment about these things, and I want to know the basis of your judgment. How often do they cross?

A. Probably they leave about once in fifteen minutes.

Q. Don't they leave oftener than that?

A. I don't know but what they do; I have never timed them.

Q. You said you had been delayed, and I didn't know but you might possibly have timed them.

A. I have timed them, when I have been there half an hour waiting to get across.

Q. How many boats do you think cross in half an hour?

A. That depends upon the delay in teams getting on and off.

Q. How many boats do you think go across in half an hour?

A. I have frequently had to wait until the third or fourth boat, after I got down there.

Q. Do the teams ever get set on the drops?

A. There have been such things done, sir.

Q. Is that very frequent?

A. Not lately, sir; very uncommon lately.

Q. How long has it been an uncommon thing?

A. Since they have had police officers stationed there it has not been so frequent.

Q. How long has that been?

A. I can't tell you when they were put there.

Q. How long ago?

A. They were put there before the old company gave up the ferries.

Q. That would cause delay, I suppose?

A. Yes, that would cause some delay.

Q. You said that three-quarters of your business sometimes passes through East Boston?

A. Yes, sir.

Q. What proportion would your East Boston business bear to your whole business, on the average?

A. Well, some weeks, it would be two-thirds, and then perhaps the next week we would not have anything to speak of.

Q. One half?

A. Well, a third part of the time my business is there.

Q. What is the character of that business?

A. We carry iron, steel, and all kinds of goods that are transported back and forth.

Q. To shops, or houses, or both?

A. We carry it from Boston to the Eastern R. R. and back, and also to the Cunard steamers, and back to the stores, and different railroads in the city.

Q. You say you pay about $800 a year on the average, for ferriage?

A. Yes sir.

Q. I suppose, in some form or other, you intend to get your pay back, do you not?

A. It is pretty hard work to get it, in our business; we have to truck goods to East Boston for the same price we do in the city; what we pay out, we have to pay out of our own pockets.

Q. Whether that comes out of your own pockets or not, depends upon something else, don't it?

A. It don't come out of the merchants, that is certain.

Q. (By Mr. STONE.) I noticed the counsel wished you to guess at the number of teams that went across the ferry. Do you consider yourself an expert in guessing at numbers?

A. I do not, sir.

Q. (By Mr. AYER.) You have stated that the old ferry was crowded at certain hours of the day. I would like to ask you if you have ever noticed, whether, at the time the ferry is the most crowded, the other ferry is equally crowded?

A. I have not. I could not be at both places at the same time.

Q. I know that; but I did not know but you might have some means of knowing.

A. I have no way of knowing; but my impression is that the upper ferry might accommodate one-third more travel than they do at the present time; and the lower ferry is crowded very much.

Q. Does it occur to you that there is any reasonable way by which the travel could be diverted to the other ferry, when the old ferry is so crowded?

A. There is no way, unless they can get better accommodations there, get across quicker, or the superintendent, or some of his employees turns the teams the other way. Sometimes this is done. In case a boat is broken down or hauled off, or anything of that kind, they will turn them the other way.

Q. But it is not usual to direct them the other way, if the old ferry is crowded?

A. It is not usual.

Q. (By Mr. WEBSTER.) Are you familiar with the Newburyport turnpike, and the other roads that come east and north, towards Malden bridge?

A. I was a resident of Malden several years.

Q. Do you think that the travel that now comes over the Newburyport turnpike would be turned across to the Salem turnpike, and come through East Boston, if the East Boston ferries were free?

A. I don't know about that. I don't know where they would turn out.

Q. You are not familiar with the road?

A. No, sir.

Q. What do you think about the teams that come down from the north, from Middlesex County, through Malden? Would they find it convenient to take the ferry?

A. I think not. I think they would go over Malden bridge. It is a more direct route.

Q. If the ferries were free, and came in at T wharf, or somewhere in that neighborhood, don't you think they would go that way?

A. No, sir; I should think it would be a more direct route to come through Charlestown.

Q. (By Mr. WOODS.) Which ferry would teams coming from Chelsea or Lynn, naturally seek, the north ferry or the south ferry?

A. The teams from North Chelsea, Salem, Lynn and that

direction, would be most likely to direct their course to the south ferry. From Chelsea, they would come to the north ferry.

Q. You think, then, the teams would be somewhat divided between the two ferries?

A. I think they would.

Q. (By the CHAIRMAN.) Do you give your teamsters any directions which ferry they shall go to when they start from your place?

A. I don't; I let them take their own course about that.

Q. Do you give them directions, in case they go to the old ferry, and find a string of teams ahead of them, to leave the line, and go to the other?

A. I have directed them, when coming from East Boston, to go to the new ferry, when the old one would be obstructed so that they could not get along for some time. Sometimes, when we are taking goods from Charlestown, the upper ferry would be the most convenient. We take the one which is the most convenient.

Q. Do you find your drivers willing to adopt that course?

A. Yes, they usually take that course.

Q. (By Mr. PUTNAM.) Do you pay your ferriage by tickets for each team, or a certain gross sum per month?

A. We either give them the change, or a ticket for each time we go.

Q. Does the amount you pay for ferriage increase the price that you charge for carrying freight?

A. No, sir.

Q. I will ask you whether the People's ferry is as convenient a route for most of the travel from Boston to East Boston, as the old ferry?

A. It is not so convenient or so central to East Boston or the city proper.

Q. It is difficult to persuade travel to take that route, is it not?

A. Yes, sir, they travel by the old ferry mostly.

TESTIMONY OF ANDREW BURNHAM.

Q. (By Mr. PUTNAM.) Where do you live?

A. I reside in Revere, formerly North Chelsea.

Q. Are you familiar with the roads in that part of the country, and the various routes from there to Boston?

A. I have resided there sixteen years, and been over the road from our town to East Boston and Boston daily for that time.

Q. Then I will ask you, supposing the tolls were taken off the East Boston ferries, whether, in your judgment, there would be any increase of travel in that direction from East Boston to Boston, and if so, state how?

A. I think there would be an increase. The route would be shorter, and the travel would naturally, other things being equal, seek the shortest line.

Q. From what places or directions would that travel come?

A. It would come from our town, Saugus, Saugus Centre, Lynnfield and Danvers.

Q. How about Salem, Lynn and other towns in Essex Co.?

A. A portion of that which now comes over Charlestown bridge, would probably be diverted to the Eastern avenue, so called, and come in this way, if you furnish good ferry accommodations.

Q. How about the towns south of Saugus, East Malden and Malden?

A. Malden lies farther up at the northwest. It wouldn't shorten the route from Malden, by any means. It would be natural for the Malden travel to seek the route by way of Malden bridge, through Charlestown.

Q. That would still be nearer than this route?

A. I think so.

Q. How about the travel that comes now over the Newburyport turnpike?

A. I think a portion of the Danvers travel would seek the lower road, the Salem turnpike formerly, now Broadway, at East Saugus, it being a more level road, and a somewhat shorter line; perhaps a mile, at least, shorter by way of East Boston, over the avenue.

Q. How considerable is the travel which, in your judgment, would seek this ferry, if the tolls were taken off, which now comes by other routes?

A. I have no means of forming any opinion what the amount would be.

Q. Whatever there is would come that way, you think?

A. I think so. I think it would be perfectly natural for it to seek the shortest and most level road.

Q. Is it, in your judgment, a shorter, better, and more economical route than the others, if the tolls were off?

A. I think so. I always come that way. I always come through Chelsea street, by the avenue to my place.

Q. Even with the tolls on?

A. Yes, sir. My place at present is in East Boston.

TESTIMONY OF HON. E. H. DERBY.

Q. (By Mr. PUTNAM.) Mr. Derby, you have given your attention very largely to statistics with reference to railroads and steamboats and other matters of a similar character, have you not?

A. Since 1835, sir.

Q. Will you state, briefly, to what extent you have given your attention to such matters?

A. They have grown up with me. I came to the city a school-boy in 1819; studied law with Mr. Webster; came into the Council in 1827 or 1828; soon after I commenced practice as a lawyer, I became connected with a steamboat line to Maine, and was in the direction of that line, and Chairman of the Board of Control for three or four years. I then, in 1840, became connected with the railways of the State; and have been in the capacity of counsel, or director, or president, connected with them, up to the present time, practising law at the same time.

Q. Have you given any attention, sir, to East Boston matters, — to methods of communication between East Boston and the city proper?

A. I have made that rather a study, sir.

Q. Have you ever examined into, and are you familiar with, the statistics of the business — especially the shipping business — of East Boston?

A. I know it has been very largely engaged in building ships. There was a period, I think it was in 1854 or 1855, when we were building clippers for California, when we built in Boston, principally at East Boston, about 50,000 tons a year. It is very much reduced at the present time.

Q. Can you give any idea of the extent of the reduction in that branch of business?

A. I should think the business must come within 10,000 tons, sir, or less, at the present time; but the tendency is towards a marked improvement at present. Three years ago, the cost of building ships, as stated by the chief builders in East Boston (and I made a record of it for the government), was a hundred dollars a ton; or, reducing it to a gold basis, about seventy-five dollars a ton. At that time, gold was about 35 or 40 per cent. premium. A few days since, the statement was made by eminent builders over there that they could build for seventy dollars in currency a ton. That is equal to sixty-three dollars in gold; and, I think, within four or five dollars a ton of the cost before the war.

Q. For how long a period has this depression, that you speak of, existed?

A. I should say, sir, that ever since the return of our shipping to the sea after the war. Our vessels were kept back, to a great extent, when they returned, and when cotton went from this country rather than from India, and there was a diminution from India and an increase from this country, I think there was a plethora of shipping in the world. We passed over many of our vessels to the English; and cotton, on short voyages, required less tonnage.

Q. From what period, then, would you date the decline of the ship-building interest of Boston?

A. I can scarcely fix the commencement of it, sir. Even before the war, perhaps they had over-built a little. During the war, there was a depression, except so far as they were building for the government. Immediately after the war, the depression increased, and has continued until the present time, with the exception of a little revival, I think, within the last year.

Q. I understand you that the business has fallen off from 50,000 tons a year to 10,000 tons a year?

A. To less than 10,000, sir.

Q. Do you know whether the Cunard steamers have made any recent change of policy with regard to coming to East Boston?

A. They have, sir. They have advertised six vessels to go from Boston. They are making arrangements to take through freight from Chicago. I think on Saturday week there was something like nineteen cars came from Chicago with freight, and some freight from New York. The vessel that sailed about a week ago carried out a very large amount of freight, some eight hundred tons, I think, on Boston account, and perhaps as much more from Chicago, New York, and other places. The managers are prepared to increase their business, and are in-

creasing it; and are likely to carry much more freight from East Boston than they have heretofore.

Q. Have you given any attention (I think you said you had) to the means of communication between the city proper and East Boston?

A. The idea I have, is, that the ferry is a mistake; that a bridge would be a still greater mistake; and that the only true communication is by means of a tunnel. I entertain no doubt on that point, sir.

Q. Suppose free communication were determined upon, — the running of the ferries without tolls, — what, in your judgment, as between a bridge, a tunnel, and a free ferry, would be the least expensive and the most satisfactory method of bringing about that communication?

A. A tunnel, sir; and I will give you an illustration of my opinion, for it was partly formed on a visit to Chicago, of which I made a little record in the book which I hold in my hand, although I had conceived the idea much earlier.

I met in Chicago Mr. Chesborough, who was formerly connected with the water works of this city, — a very able engineer. I had formerly acted for a company that employed him, and knew his ability and reliability. Mr. Chesborough gave me considerable information in relation to the tunnels in Chicago, which interested me very much. At Chicago, the water works are in the shape of a tunnel of two miles in length, directly under Lake Michigan. The tunnel was driven from the land end, and very possibly it may have been driven from the Lake also; but it is driven endwise, under the water, arched, and lined with tanks, and the pipes are carried out two miles into the lake, and supplied with water at a distance of two miles from the shore; the water is pumped up into a reservoir, and thus distributed through the city. They had no serious difficulty in carrying it two miles under the open lake, which is as open as the sea at that point, where it is forty or fifty

miles in width, quite as much exposed as the sea opposite my house near Nahant, where I lived many summers.

I found, also, that they had been carrying a tunnel under the river at Chicago, which forms the chief harbor of the city. There were several bridges across this river. The river is not, I think, more than two or three hundred feet in width, but it was necessary to make the tunnel considerably longer in order to get down below the river, and to make the approach easy. I found the tunnel, which had recently been finished, in operation between two bridges. The bridges were 800 feet apart, the tunnel half-way between, about 400 feet from each. Travel on the bridges was considerably interrupted, quite as much, I think, as the travel on a bridge to East Boston would be by the passage of vessels. The shipping interest of Chicago is very large. It receives in lumber 1,200,000,000 of feet annually; at any rate, it is a very large quantity. It receives about five or six times as much as we receive in Boston every year. Wisconsin and Michigan supply the prairies with lumber for fences and buildings; and it is landed on this river, principally, at Chicago.

The passage of this lumber and of breadstuffs is very great up and down that river. The navigation of that river, in summer, is nearly equal to that at the port of New York. I think the entries at the Custom-house are about the same in the summer, in the months of July and August, for instance, as at New York. The travel on the bridges was, of course, considerably interrupted by the passage of schooners and tug-boats that were towing up steamers. I will suppose, gentlemen, that we had a bridge at the foot of Hanover street, and that near where North street would come out, there was another bridge; and about half way between them, a tunnel.

I stood where I could see the two bridges and the tunnel together, and I found the tunnel was the most attractive; that most of the travel went through it. There were the two bridges, but the tunnel had the preference; and I entertain no doubt that

if a ferry-boat had been there, the tunnel would have taken the travel against the ferry-boat as well as the bridges. I was convinced by this that the tunnel would be satisfactory. I went through the tunnel and examined it. The water was sixteen feet in depth at this point; the river, I think, a little over two hundred feet wide; the approaches which were open, were four hundred feet on one side, and three hundred on the other. The tunnel under the ground and under the river was about 900 feet long.

It was divided into two arches, each of them about 15 feet wide and 15 feet high. Through one arch went the team travel in ne direction, and on the sidewalk went the passengers in one direction; through the other arch went the team travel and the passengers in the other direction; so that there was almost a continuous stream flowing through each arch, of foot passengers and teams; and I was told that the travel was so acceptable that they were going to make another very soon at another point.

The descent to the tunnel was very easy; the gradient, or descent, was one foot in eighteen on one side, and one foot in sixteen on the other side. The cost of the enterprise was, in currency, in 1868 and '69, when gold, I think, was at a premium of thirty or forty per cent, $400,000; I presume the cost in gold would have been about $300,000.

Having this tunnel in my mind, having also the tunnels under the Thames, Brunel's tunnel under the Thames, which I have examined, and which is about the same size, viz, fifteen feet in height and width in each compartment, having known something about a smaller tunnel under the Thames, I came home and the other day sat down and made some estimate of the cost of making a tunnel to East Boston. I was considerably surprised to see how cheap it could be done. I learned after making up my estimates, which were about $1,000,000, that General Foster had made an estimate that was equal to $2,000,000. To-day, I

had the curiosity to visit General Foster and examine his calculations, plans and drawings, which are in the office of the Mayor, and which I hope will be examined by the members of the Council. I found that he did not materially differ. His cost was $2,000,000, and mine $1,000,000; but the tunnels were very different things, designed on different principles, and on a different scale. Mine was on the scale of what works very well at Chicago, wide enough for sidewalks, and wide enough for two driveways for carriages; about fifteen feet, I think, was the entire width of each arch.

On examining Gen. Foster's plan, found that the width was 20 feet for each compartment; and the height to have 20 feet for each arch; so that the area, the size in cubic feet, would be in the one something like 70 per cent greater than in the other. It was 480, I think, as against 800 cubic feet. The superficial area of the front on the face, would be about 480 to 800. I found, also, that the ascent and descent in Gen. Foster's tunnel were also much easier than in mine. I had made a very easy grade. Our county wants one made with a rise of one foot in ten; and the grades I found in Chicago, were one foot in sixteen, and one foot in eighteen; mine were nearly the same, or one foot in fifteen and one in sixteen and two-thirds. General Foster's inclination was one foot in 25, or four feet in 100; travelling a hundred feet you would only rise four feet, which would make it a very easy ascent and descent. To do that, he was obliged to lengthen the approaches. The plan which I had in my mind was, to begin at Commercial street, on this side, and come out on the other side somewhere on one of the long piers, or at Marginal street.

I believe it can be accomplished. The river is eminently favorable for a tunnel between here and East Boston. About twenty or thirty years ago, I was acquainted with Mr. George Darracott, who must have been known to some of the members of the Council present, — a gentleman very well known in Bos-

ton, — who put on a submarine armor and walked across from Boston proper to East Boston on the bottom of the river. I called for an account of his explorations, and he gave it to me. He said the floor was swept and it was all ready for any improvements we might wish to make; that the bed of the river was very hard; that a few boulders stood up on the bottom; that there was no mud and no sand, or anything through which the water would filter; that it was a hard-pan bottom. I heard to-day from Gen. Foster that he had sent a diver across there within the last year, and that he found the bottom of the river a hard yellow clay, what on our railroad we should call hard-pan, and which the contractors would want a little extra price for moving. This is precisely what is wanted for this purpose, because you can bore through it without the water coming down on you. I therefore entertain the belief that a tunnel can be made across there very easily.

The condition of the bottom strikes my mind very favorably in this particular. The greatest depth of water, which is at high water, about 45 feet, and at low water some 34 or 35 feet, is only for the distance of 600 feet. Then the bottom rises, appropriately for a tunnel, towards the Boston side, where the slope is almost 450 feet; the slope is very gradual, which is fortunate, because the wharves are not very long on the Boston side. On the East Boston side the slope is much more abrupt, and the rise is accomplished in about 340 or 350 feet; and this is convenient, because, if a tunnel is made it will descend gradually from the approaches to the deep water, making a level below the deep water; and then a gradual ascent on the other side.

So that I think the tunnel can be made with easy ascents and descents; can be lighted with gas, as it is in London, and in Chicago, I think; and in the winter it would be particularly favorable with regard to sleighing, because when the snow would melt or blow off the bridges, or be carried away by the

rain, it could be kept in the tunnel, — the temperature in the winter being low, — and you could have either wheeling or sleighing, which I think would be a very great advantage.

In regard to the cost, I made my computations partly upon the basis of the cost of the Chicago tunnel. I found that tunnel was 1,600 feet long, 700 in the approaches, and 900 in the tunnel proper.

I found that the length of the Boston tunnel would be 3,200 feet, by the scale. I examined the plans which Gen. Foster had made, and I found I was right, — about 3,100 or 3,200 feet in a little over over half a mile. Allowing the approaches to count one-half, it would bring the Chicago tunnel down to 1,250 feet. Deducting half the approaches on the Boston tunnel, it would bring the length down to about 2,700 or 2,800 feet. I think 2,800 feet was the result I arrived at. Comparing the two, it would be as about 1.250 feet to about 2,800 feet; and if the Chicago expense may be taken as a standard, the expense would be only from $675,000 to $700,000. But I added 50 per cent for contingencies, and called it a million in gold; and I entertain a strong belief that such a tunnel as I propose, of half the volume of that proposed by Gen. Foster, could be accomplished in the neighborhood of $1,000,000 in gold. I made my computation in gold, because I consider that the currency of the future, not of the present. I think you might reasonably expect to get such an enterprise accomplished at my estimate.

Reflecting on this subject, I have had brought vividly to my mind the fact that the Eastern Railroad, which formerly terminated at East Boston, and used the ferry, abandoned the ferry many years since, actually went round by a very circuitous route (and, to my knowledge, the expense was very great, for I was engaged in cases relating to the change before the legisture). It expended nearly two millions of dollars to get a bridge, and get away from the ferry. Its directors left the ferry

behind them and made a circuit to Boston, increasing the length of their line from Lynn and Salem to Boston about four miles, in order to get into the city. It was about twelve miles and a half from Salem to Boston, by the East Boston ferry; it is now, I think, between sixteen and seventeen miles, if my memory serves me right, into Boston; so that, to avoid that ferry, the Eastern Railroad incurred an expense of nearly $2,000,000; (they called it $1,500,000; but when they came to count up everything, I think it must have figured up about $2,000,000), and they increased their distance four miles.

I believe that the tunnel which is proposed by General Foster is just the thing that the Eastern Railroad requires. It is made upon the principle of lessening the depth. Instead of going under the crust and making a tunnel, as I had proposed to have it made, the plan of General Foster is merely to make a trench in this crust, and to put down a large iron tube, and to build his tunnel inside the tube. There is this advantage in doing this, that the descent is less, the rise and fall are less; he can lay this iron tube and build a brick arch inside of it, and by this means get an easy gradient of one foot in twenty-five, which he told me could be made one in thirty.

It is a very easy gradient, not more than the gradients on the Baltimore and Ohio Railroad. His plan was to make his approaches longer, which is one of the reasons that it is more expensive than mine. His tunnel is of such a character, that in one half of it, the Eastern Railroad could lay two tracks by making the tunnel one foot wider; we want 21 feet for two tracks. Two tracks could be laid in one arm of it, and teams pass through the other; so that if the Eastern Railroad should come in, they could have teams in one arm of the tunnel, going both ways, and in the other they could have their cars running into Boston. Well, now, the Eastern Railroad, as I understand it (and I am in some cases at the State House), is on the point of incurring a very considerable expense. It is suggested up

there, that they are coming up alongside of Haverhill street, that they are going to take a canal, and incur a very considerable expense. One plan suggested is to turn the Fitchburg Railroad out of its location, which I should object to seriously, having been one of the committee who originally built that station.

I think they correct its mistake and go back to East Boston instead of coming round through Charlestown and coming in by a bridge. I think they ought to come in by the way of East Boston, where they have land admirably adapted for railroad purposes; long lines, where they can put up their freight buildings and place their tracks. And the tunnel in the city might be extended and brought up as far as they pleased. It might be carried under Hanover street, if thought expedient. If I were the sole owner of the Eastern Railroad, and had plenty of money and wanted to do the thing handsomely and make a good investment, my plan would be to pass under Hanover street as far as Elm or Brattle street; instead of having the depot where it is, below that of the Boston and Maine Railroad. I would have it in the neighborhood of Elm or Brattle street, in the heart of the city, so that gentlemen could step from the market or the exchange and go out of the city on the Eastern railroad; that would be my plan.

I have come to these conclusions from having been through the tunnels I have described, and having had something to do with the construction of tunnels on the Western road. I was in the direction of the Western road four years, while we struggled through the mountains of Berkshire. We built a tunnel in the town of Canaan, on the line between this State and New York, 700 or 800 feet long. I learned something about tunnels there. I went afterwards into the Fitchburg Railroad, and was employed as counsel to advocate the Hoosac tunnel. I was able to satisfy the State that they ought to make a loan upon it; and I have the great pleasure of knowing that that tunnel will be

finished in about two years; I have it from the engineers, that it will be finished in 1873, when I think it will be of great service to the city as well as to the State.

While we were preparing to build it, and making our application to the State, there came up an opposition to it from the Western Railroad, which has been almost continuous since. Springfield and the Western road were opposed to it. Col. Swift, when we said that we were to have a bridge across the Hudson River, said that he was going to have a tunnel. He could not get a charter for a bridge at that time across the river at Albany, and the surveys were made at that time to see what it would cost. The distance across the river at Albany is nearly the same as it is across the water to East Boston, — 1,400 feet of water, I think, in each place. The estimates that were made for the tunnel at that point were from $700,000 to $1,100,000, making an average of $900,000. Those estimates were put into the case by Col. Swift of the Western road; and they corroborate the idea I have about the cost of a tunnel to East Boston.

There is one thing more which I have read of that I would mention to the committee, which bears on the question of the cost of tunnelling. It is an enterprise which has been undertaken in London, near the Tower, about a mile below London bridge, it may be a mile and a half. It is at a point where they could not have a bridge, and where there was not a great amount of travel; but the gentlemen who took an interest in this enterprise had an idea that they could have communication from bank to bank of the river, about 1,100 feet wide, and they concluded to make a small tunnel, I think, eight feet in diameter, I think. I would not recommend the city of Boston to build one so small; but I give it as an illustration of what might be done.

The computation of the cost was about $80,000, or £16,000 sterling. It was built for about $80,000. The proprietors

expected to lease the land, but were obliged to buy it, and that carried the expense up to about $100,000. The tunnel is of this description: You come to the bank of the river, and you find the orifice of a shaft or well, and in that shaft an elevator. Suppose the hour for starting to have arrived, you step on to the elevator, and in half a minute you are dropped down seventy or eighty feet to a tunnel which commences at the bottom of the shaft. You then step into a light car, and in about a minute you are whisked over to the opposite side of the river. You then step on to another elevator, and in a half a minute are up on the other bank. The price is a penny; and the passage is made in four or five minutes. These are my thoughts, sir, on the subject of a tunnel.

Q. If a tunnel from here to East Boston should cost $2,000,000, as supposed by General Foster, or a much less sum, as I believe you suppose, or even a considerably larger sum, would it or not, in your judgment, be cheaper or more expensive for the city to build such a tunnel or to run free ferries from here to East Boston?

A. I haven't any question about that, gentlemen. The city borrows at about five or six per cent; I presume it could borrow at five. It ought to have it at five, if it don't borrow too much. I suppose the interest on my estimate would be $50,000 a year, and the expense of keeping up the tunnel $5,000, or $6,000. There would have to be a little engine to pump out the water which would percolate through (only a very little would come in), and it would require lighting and watching perhaps, with some safeguards at the end. I think that if a tunnel such as I have suggested should be built, it would pay for itself, with half the present tolls, within ten years.

In regard to ferries, I can tell you this, gentlemen. I have served four years as director in a line of steamboats on the coast of Maine, and I found that steamboats consumed a great deal of money. They are very voracious; they consume coal

and money very rapidly, in repairs, by renovations, new boilers, accidents, collisions, etc. I have some distaste to navigation from the experience, although we paid dividends and got out of it very well. We had the "Bangor" and some other boats — the "Express," I think — that ran on the eastern coast very early. But I think, sir, a ferry is very expensive. I don't know how to measure its cost.

Q. Capitalizing the probable cost of the ferry annually, and assuming it to be anywhere from $250,000 to $500,000 a year, how would it then compare with the cost of a tunnel?

A. If it were $250,000 a year, it would represent a capital of $5,000,000, at five per cent; and if it were $500,000 a year, it would represent $10,000,000; and my idea is to have a tunnel for $1,000,000.

Q. Mr. Derby, you have been engaged, have you not, in the management of horse railroads in the early stages of those enterprises?

A. Both steam and horse, sir.

Q. I speak now of horse railroads?

A. Yes, sir.

Q. For a considerable period, if I remember rightly, you were president of the Metropolitan railroad, were you not, sir?

A. Two years, sir; in 1862 and 1863; and director afterwards, in 1864 and 1865, into the spring of 1866.

Q. Now, sir, I should like to know whether the Metropolitan railroad has expended, or did expend while you were familiar with its affairs, any sums in taking care of and building the highways through which the road ran?

A. The city put upon us an expense of $250,000, or all the railroads; I speak of them generally, but a large portion of it was put on the Metropolitan, in taking care of highways. It was a terrible infliction, sir. Instead of helping us, instead of encouraging us, I met nothing for some time but discouragement in the building which preceded this.

Q. What have the horse railroads been obliged to do? What part have they been obliged to take in the building, maintaining and repairing the highways where they run?

A. I was going to answer the first part of that question, sir. My answer is, that they had, after I left the chair, to suspend their dividends. They had to stop their dividends for about a year. I will give you a little illustration of our difficulties. Between the spring of 1862 and the autumn of 1864, two years and a quarter or two years and a half, there was $48,000 expended by the Metropolitan railroad in paving the streets of Boston. I came into the direction of the road, I think, in the winter, and I met with two difficulties. There came a snow storm-some time in the winter, and I was preparing to have the track cleared. I was acting at the time as president and superintendent, and had some able men under me, Mr. West and Mr. Page; and we were preparing to carry our passengers along, when there came a sudden notice from City Hall that the road must be stopped. Well, I couldn't understand it. I came up here here and took the grounds that I was directed to run the road; that we were authorized by the State to run it, and had a license from the city to lay our tracks in the streets.

But the Board of Aldermen were supervisors of highways, and they had come to the conclusion that they would not allow us to keep open our road through the winter; and a corps of men was detailed, who came with their shovels and picks and shovelled the snow upon the tracks. I had the alternative of resorting to law, resisting with force, or submitting. And on reflection, I came to the conclusion that the city had the advantage, as it could remove our track.

Mr. SWEETSER (interrupting). Excuse me, Mr. Derby. It seems to me that the inquiry is running very wide of the mark, and has been for a very long time.

Mr. PUTNAM. I think that the question which I put, and

which Mr. Derby has answered, is very material here; and I will state to the Chair, if it is a question to be ruled upon, why I think it is material.

The CHAIRMAN. The Chair does not desire to interfere if the counsel think this is material to the matter in hand, although it seemed to me not to have any special bearing.

Mr. DERBY. I will be very brief, sir.

The CHAIRMAN. The Committee desire to give the hearing as wide a latitude as is compatible with the time that can be devoted to it.

Mr. PUTNAM. Perhaps I had better state, then, very briefly, why I think this is material. I asked Mr. Derby the question, which I believe he has answered, or is in process of answering, as to the expense which the horse railroad companies have been put to in taking care of the highways in the city of Boston; and I think it is material in this way: a great deal has been said here and in the newspapers, about the justice of giving free highways from the Island to the mainland; and it seems to be assumed that a perfectly free highway is the right of every citizen of the remotest part of the city, and that elsewhere than in East Boston nobody pays anything, excepting as a general taxpayer, for the support of the highways.

Now I propose to show by Mr. Derby that the inhabitants of the South End, Roxbury, Dorchester, and all the people who use the highways at all, pay a considerable special tax, through the horse railroads, for the maintenance of those portions of the highways which they use in getting access to the town, something more than the tax which is levied upon them as tax-payers of the city. They pay a special tax every time they step into a car and buy a railroad ticket, in compensation for the money which the railroad has been obliged by law to lay out upon the public streets of the city, which are used by all other teams as well as by the horse-cars.

Mr. SWEETSER. Everybody knows, or ought to know, that a

horse railroad, whether it be in East Boston or old Boston, has to maintain the highway through which it goes, the space between its tracks, and, I think, eighteen inches outside, — by statute. It is the same with the horse railroad at East Boston as it is here. I don't see how that can bear upon the question.

Mr. DERBY. I did not allude to that; it was outside of that; it was the whole width of the street.

Mr. SWEETSER. That was the question that was put, sir. I do not care to interrupt, Mr. Chairman, and when I can see any possible bearing that a question may have upon the matter at issue, I will not interrupt. I have not interrupted when a great many questions have been put which seemed to me irrelevant; but when I see that the counsel, after opening the mouth of the witness, gets an answer entirely wide of the question which he puts, and we have an account of snow storms, and the possible expenses of horse railroads, I don't feel like sitting here all the evening to hear it.

Mr. PUTNAM. I don't see why the answers in relation to the removal of snow by the horse railroads are not material, if the removal of snow is a public duty, which ordinarily would be imposed upon the public officers and paid for out of the public taxes. As it is, they are paid for by the passengers on the horse railroads, through the horse railroad companies.

Mr. SWEETSER. Proving that the citizen of Roxbury has to pay, in paying his fare, the expense of repairing the roads, whether because they are blocked up with snow or otherwise, which, also, the citizen of East Boston has to do, if he travels upon a horse railroad, does not seem to me to bear upon the question whether or not the citizens of East Boston shall, besides that, pay for the ferry tolls.

Mr. PUTNAM. I think my question bears very decidedly upon the question at issue, because it tends to show that all the citi-

zens of the city are not, under all circumstances, entitled, as matter of right, to have access to the city without paying any other sum than that assessed upon them as tax-payers. There are special tolls in addition.

The CHAIRMAN. No appeal has been made, and no question has been raised. It was merely a suggestion to the chair, whether those questions were relevant. The committee desire to have a fair hearing; but we do not wish to come here evening after evening to listen to statements about matters which do not strictly relate to the question before us. It seems to me that the matter of cleaning the streets does not come within the scope of this investigation; and the Chair hopes the counsel will endeavor to direct his questions to such points as are directly involved in the issue before as.

Mr PUTNAM. Then, Mr. Derby, I will put you simply the general question, which you may answer from your knowledge of the subject, whether or not parties who use the horse-cars between the centre and the outskirts of Boston, do pay in the form of railway tickets, any portion of the expenses of taking care of the highways?

Q. I think they have had to pay, sir, the greater part of $250,000, the period between the opening of the Metropolitan road, and 1866; the last four or five years I know less about it. A large portion of that sum was for paving. I will give you an idea of the extent of paving. I had a requisition made upon me.

Mr. SWEETSER (interrupting). Now I desire to object.

Mr. DERBY. The paving was outside of the line, the gentleman has mentioned.

Mr. SWEETSER. I don't care where it was, outside or inside. If you did something more than the law required, I hope somebody thanked you for it.

Cross-examination.

Q. (By Mr. SWEETSER.) Mr. Derby, I wish you to understand in relation to the questions which I shall ask you about this matter of the tunnel, on which you have spent most of your time, that I do not represent any parties, I trust, who are opposed to a tunnel, provided it is possible the present time; but I do it for the purpose of getting more distinctly at your idea in relation to cost. In the first place, I should like to know, more from curiosity than anything else, if you can tell the comparative cost, at the present time, of building ships at East Boston, and in the ship-yards of Great Britain?

A. The cost is greater, sir, for wooden ships in Great Britain than it is here. They build now, principally, of iron in Great Britain, and wood in the colonies.

Q. So I understand. But my question related to the cost by the ton. You stated the present cost, as you understood it, of building at East Boston to be $70 a ton.

A. Yes, sir; that was given by four large shipbuilders.

Q. Now, I want to know if you can give the comparative cost in the ship-yards of Great Britain in the same way?

A. Well, sir, iron ships are costing from $90 to $100 a ton; iron steamships, from $125 to $150 a ton.

Q. I mean the same class of vessels that they build in East Boston?

A. There are only a very few wooden ships built, sir. The last I heard, they were costing about $80 a ton, gold.

Q. Do you know the present cost?

A. I cannot tell you, sir, at the present moment. The last account I had of them, placed them at about $80 a ton.

Q. How long ago was that?

A. Well, I suppose some months since.

Q. I want to get, if I can, the comparative cost at the time when you got your estimate of the cost from the ship-builders of East Boston.

A. I have not the information, sir. I read the scientific journals very diligently, but they do not contain it.

Q. Can you tell the committee the size of the water tunnel at Chicago?

A. Yes, sir; fifteen feet high, fifteen feet wide.

Q. The water tunnel?

A. Oh, no! The water tunnel under the lake. I can't give you the precise size of that. I should say that it was small.

Q. About three feet high?

A. Oh, more than that! My impression is that it is something like eight or nine feet. I didn't go into it; I have only the impression. My impression is that it was about eight or ten feet. It was not a large tunnel; but it was sufficient for the water pipes. The tunnel under the river I never went through.

Q. Well, sir, you didn't go through the other?

A. No, sir; I have it only from information.

Q. You don't know that a fair-sized man, in order to go into it, has to get down on his hands and knees?

A. I should say not, sir.

Q. But you don't know the fact?

A. I didn't know the precise height and width, but I have the figures in my mind, now. I should say it was much larger than that.

Q. Do you know the exact width of the river at Chicago?

A. I think about two hundred feet, — a large two hundred feet.

Q. Isn't it less?

A. No, sir; not less than two hundred feet. I wrote it down at the time, and have it in my hand in this book.

Q. Do you know the depth of the river?

A. Sixteen feet.

Q. Do you know the exact length of that tunnel?

A. The engineers gave it to me, 1,600 feet.

Q. What was the length of the opening on the north side of the river?

A. Four hundred feet on one side, and three hundred on tho other.

Q. Do you recollect whether that is the north or the south side?

A. I couldn't tell you which side. I have the impression that the 400 was on the south side, but I am not certain.

Q. And you say that the slope was what?

A. On one side, one foot in eighteen; on the other, one foot in sixteen.

Q. One foot in eighteen on the side where the longest opening was, or the shortest?

A. One foot in eighteen where the longest opening is. The shorter the opening, the greater the acclivity. That is my impression, sir. I haven't it very distinct in my mind.

Q. You made but 900 feet?

A. Nine hundred feet of tunnel proper, sir, and 700 feet of approaches; 900 feet to pass under the river, 200 feet wide, and the declivity of ground under the earth on each side.

Q. But is 900 feet in this slope of one foot in eighteen, and one foot in sixteen, and then the approaches beyond brought it up to 1,600?

A. I think the whole ascent and descent is in the approaches and in the tunnel proper. I understand the tunnel to be 1,600 feet long, partly in approaches and partly entirely covered. The declivity is, in the whole, as I understand it.

Q. Then, besides the tunnel under the river, there are 1,400 feet of tunnel, in order to make the approaches so gradual as you speak of?

A. No, sir; the approaches are 400 feet and 300 feet, respectively. The portion of the tunnel which is directly under the river is 200 feet. The balance of the tunnel, 700 feet, was still a declivity, but under the earth, covered at the top.

Q. When you speak of this declivity of one foot in eighteen, do you mean within 300 or 400 feet of the river itself?

A. I believe the declivity goes down to the very edge of the river.

Q. Does it go the whole length of these approaches of 1,400 feet?

A. No, sir. The approaches are three hundred and four hundred feet, uncovered; then the slope still continues, but is covered till you get to the river. When you reach the river I suppose it is level as the river, and then you ascend still on the other side, till you get up out of the ground. Part of it is covered and part of it uncovered.

Q. What I want to know is, if this declivity of one foot in eighteen includes the declivity the entire distance to the river?

A. It does, sir.

Q. Then it includes the distance of 700 feet?

A. Yes, sir; on one side it would be.

Q. And that is done, is it not, the approaches are so made and constructed, in order to get this easy declivity?

A. Certainly, sir; that is the object.

Q. I understand you to give the height as fifteen feet?

A. That is as they gave it to me, sir.

Q. And thirty for the whole width of the tunnel, the two arches?

A. Well, it is practically two tunnels, sir. There is a heavy wall which sustain the tunnel between them.

Q. The two tunnels, as you call them, or the one tunnel, with a double arch, are thirty feet wide?

A. Yes, sir.

Q. Thirty feet in the clear, without measuring the centre arch?

A. I have the impression, sir, that the approach is not divided into two parts, but is open.

Q. I mean the tunnel under the river.

A. Yes, sir; that is divided into two parts.

Q. Well, is not the approach, then, that is not divided into two parts, wider than the tunnel under the river?

A. It is as wide as the two together, sir, with the wall taken out between them. Then the approach would be over thirty feet wide.

Q. Then, in measuring the thirty feet, you take in the dividing wall?

A. No, sir, I don't include that. There is a clear passage in the tunnel part; there is a clear passage of fifteen feet in each.

Q. Then the approaches are no wider. You said the approaches took that out.

A. I said the approaches had the wall taken out, so that they would be probably two feet wider. I think that dividing wall is about two feet thick.

Q. Now, sir, what did you say the cost of that tunnel was?

A. $400,000, currency.

Q. When was it built?

A. It was built, I think, in 1868 and 1869. They speak of it as a recent thing. It was done in 1869.

Q. And in your estimate for a tunnel across to East Boston, you took that as a substantial basis for your calculations?

A. I did, sir; adding fifty per cent for contingencies.

Q. Now, sir, what did you make the distance across the water from Boston to East Boston?

A. 1,400 feet. I have it from Gen. Foster.

Q. To what points?

A. Measuring from Battery wharf to the wharf opposite.

Q. Do you know what the distance is across either of the ferries from slip to slip?

A. I should think it might be a little more than this. I have not measured it.

Q. I am told it is 1,600 feet in the one case, and 1,800 in the other.

A. I should think that was about it, sir.

Q. And you called it ,1400 feet?

A. I did.

Q. Now, you assumed, as I understand you, that the greatest depth is thirty-five feet?

A. Thirty-five feet from low-water mark; 45 feet and a fraction from high-water mark. Then I allow six feet more for the height of the wharves.

Q. You take, then, 1,400 feet for the tunnel under the water?

A. Yes, sir.

Q. How much did you allow for approaches upon this side?

A. I think it was, on the Boston side, 400 feet for the approach, and 750 feet for the slope of the tunnel, making about 1,150 or 1,200 feet descent on the Boston side, sir.

Q. I mean, what is the whole of the distance that you reckoned upon as to your tunnel, and the approach to the tunnel, calling that the tunnel which is covered on this side of the river?

A. 400 feet for the approach, 750 for the covered part, till you get to deep water. The deepest water is 600 feet wide.

Q. Then you cannot give it to me until you get to the water on this side, can you?

A. Yes, sir. I think about 750 feet, including the approach.

Q. Well, now, what do you make your slope on this side?

A. The slope that I have, sir, is one foot in fifteen on the Boston side, and one in sixteen and two-thirds on the other side. I will read you the exact figures, sir. That will be more exact than to trust to memory. I put it: Approaches on each side, 400 feet; under deep water, 600 feet; slope on the East Boston side, on land, 600 feet; ditto under water, 333 feet;

slope on the Boston side, under water, 450 feet; ditto on land, 350 feet. Aggregate, 3,133 feet.

Q. And you thought that that would give an easy slope into and out of the tunnel?

A. It would give one foot in sixteen and two-thirds. It would be a little better than on one side of the Chicago tunnel. And on the Boston side, as I put it, would be one in fifteen, which is a little steeper than the Chicago tunnel. But my idea was to come out on the east side of Commercial street. By coming out on the other side of Commercial street, I could make it one in twenty. My idea was to begin at Commercial street and come out in East Boston near Marginal street, — probably a little this side of Marginal street.

Q. At the lowest spot in the crossing, how low could you make it below the land level?

A. I think about eighty feet below the top of the wharf, the land level, to the lowest point of the tunnel at the centre.

Q. Eighty feet in the centre, lower than the land level on either side, or 3,100 feet?

A. Yes, sir. I made it nearly twenty feet deeper than Gen. Foster, who put his tunnel higher up.

Q. Now will you tell me what your width was? Did you take the form of the Chicago tunnel, and have two arches, as you call them?

A. I did, sir.

Q. And the same width?

A. I assumed that it was built in the same way; but I allowed fifty per cent for contingencies, which I thought would admit of a little widening or raising, if it was expedient.

Q. Still, your calculations were on the same width?

A. Yes, sir. I took the Chicago tunnel as a pattern, and extended it, and then added fifty per cent for contingencies.

Q. Well, do you know of any tunnel of that length, the actual expenditure on which in building would justify you, on the whole, in offering your belief in your estimate?

A. I think the Chicago tunnel, sir, is the closest.

Q. That is the closest, and that is across a stream of water 200 feet wide?

A. Yes, sir.

Q. And you cannot give us anything else?

A. I think a tunnel across to East Boston would have some advantages over the Chicago tunnel, — the bottom being of hard clay. I see no greater difficulty in going under water than under the land, if you keep down low enough, and don't break the crust. We make tunnels under mountains and under rivers.

Q. You don't know any difference on the fact that the water here is seven times the width it is at Chicago?

A. I don't think that would make any great difference, because we should not go in the water, — we should go under it.

Q. Then you think that a tunnel could be built across there at the same price, or substantially the same price, that it has cost to build the Broadway bridge here across the water, three hundred feet long, with its approaches?

A. I said, sir, I added fifty per cent for contingencies.

Q. A good deal less, then?

A. Yes; I believe it could be done for less. I think there has been some little extravagance in the Broadway bridge matters.

Q. That bridge will cost about a million dollars, and you think that a tunnel could be built for considerably less?

A. Yes, sir.

Q. You haven't sufficient faith in your opinion on that matter to be willing to close a contract to-night?

A. Well, I am not in that line, sir. I should like a little more capital than I have to carry it on.

Q. We would trust you about the capital, perhaps; but I should like to know how strong your convictions are?

A. I should not want to make a contract to-night. I have given you my best judgment. Before I contracted, I would have

Mr. Chesborough down here, and put him on, and let him make a report. I suppose he knows more about it than I do.

Q. I suppose you might be shaken a little in your convictions. You made these figures in preparation for coming here, didn't you?

A. I was notified to come here and say what I knew about tunnels.

Q. And you sat down and figured out the cost?

A. Yes, sir. I have the cost of the Chicago tunnel recorded in a book which I published some two years ago.

Q. I presume that is correct, if you got it from the records at Chicago?

A. I took it from the engineer.

Q. I should rather have taken it from the books of the City Government, after the bills are all paid.

A. I had entire confidence in him, sir.

Q. I suppose, Mr. Derby, — I don't know as I have any reason to suppose anything about it, except that I have heard you give your opinion in relation to annexation so often, — I suppose you think that the making of the ferries free to East Boston, would have a tendency to increase that part of the city in the valuation of its land and the number of its population?

A. It would have a direct tendency that way, sir, unless the difficulty which I heard suggested here of crowding should come up to prevent it. There is one counter tendency it would have, however. If you add to the taxes of the city six per cent that would be nearly a mill tax, and it would fall on East Boston as well as on the rest of the city, and it would have a counteracting tendency. I believe, however, that the lower you put the fare, the greater will be the travel. I desire to say to the committee that I am not here in any hostility to East Boston. I would myself vote to-day to reduce the passenger fare to East Boston one-half; not to make the ferries entirely free.

Q. Well, why would you do that?

A. I think if you reduced it one-half, you would secure a very considerable increase, and give a stimulus to East Boston, so that in a few years you would get as much money as you do now from the passenger travel. But I should have no basis for increase if I took away the whole. If I had a cent fare in the place of two cents, I would have an increase of travel which would make up in part for the loss.

Q. If you took off one-half, do you think you would have such a rush?

A. I have done such things. I speak of passenger travel, sir. We have boats enough to accommodate any probable number of passengers. I would not reduce the tolls on teams.

Q. Why?

A. Because they cost more than they come to. The expense of carrying them is more than they pay now; but with respect to foot passengers, you can carry a great many for a cent apiece, and make money on them. I would ask no better business than to run those boats for one cent fare, if I could have them full.

Q. Why wouldn't you take the whole off?

A. Because I want the benefit of the increased travel. I want something to maintain the ferry.

Q. Suppose you could not maintain the ferry at the present rates?

A. Well, if the passengers pay, as stated the other evening, $80,000 or $90,000 a year, I should not want to give that up. I think in three or four years you would get as much money from passengers at a cent fare as you would get at two cents.

Q. Where would it come from?

A. Well, from the increase of travel. That is the affect of a reduction of fare everywhere, on steamboats, railroads, horse railroads, or ferries. I have no doubt that if you reduced the rate one-half, you would vastly increase the number of passengers. That is the effect of reduction everywhere.

Q. It could not come, between here and East Boston, except from parties who desire to do business in Boston?

A. It would not be entirely from that source. There would be more children, and more young ladies coming over. I am not including what I call the pleasure travel in carriages; I think that might take the bridges.

Q. Would it increase in such proportion as you suggest, so as to pay your expenses, measurably, without an increase of population in East Boston, and a large increase?

A. I think it would increase the population to some extent.

Q. Why?

A. A low price has that tendency.

Q. A low price has the tendency to increase population?

A. Yes, sir; and to stimulate the existing population to travel more frequently. If you will allow me to illustrate, I will relate a little anecdote. We lowered the fare one-half between Boston and Bangor, and Capt. Samuel Howes, who was known, I have no doubt, to some gentlemen here, came to me and complained. Said he, "I used to know everybody who went on the boat. Now, you have reduced the fares, and I don't know anybody. All the old hair-trunks and band-boxes have come out, instead of the russet leather. We have an entirely different class of travel." That is the effect of reducing prices.

Q. If, by reducing fares one-half, you so largely increase the population and travel, one-half is better than the whole?

WITNESS (interrupting). I did not say that. I said that in four or five years, you would get as much from one cent toll as you now get from two.

Mr. SWEETSER. Well, four or five years is not a very great while for those who are young. Then it must necessarily increase the value of taxable property in proportion?

A. No, not in proportion to the number. I should not say that. It would increase the value of the taxable property.

Q. An increase of travel existing, it would increase the value of the taxable property?

A. Undoubtedly.

Q. Why, then, if the tolls were entirely removed, would it not do the same thing, to a greater extent?

A. If you carry them for half a cent, or the equivalent, you would increase it still more. The lower you put it, the greater the increase would be.

Q. And if you carry for nothing, the increase would be still greater?

A. I think so, sir. I would not cavil at that proposition.

Q. Then, if you can fairly take that for a basis (it is not a matter, I suppose, that, can be reduced to figures), why can you not suppose that, in a certain number of years, the increase in the value of property will be an equivalent for the expense?

A. I think it would not.

Q. Why not, on the same basis of reasoning?

A. Suppose the ferry is paying two hundred, or two hundred and fifty thousand dollars a year, if you cut that off, you are obliged to fall back on a dry tax. It is that which stops ship-building in East Boston. It is the tax of $1.55 that falls upon ships. That is worse, in my judgment, than anything the National government does. An English ship is not taxed; it is free. Every Boston ship that goes to sea, pays to the city a tax of $1.55 on $100, and it cannot, therefore, compete with English ships. I want to get rid of these miserable dry taxes. I think we are unnecessarily taxed here. I hope the city wil reduce the taxes.

Q. I suppose it would make no difference to the city treasury if you took out with one hand a hundred dollars, and somebody else put a hundred dollars right into it?

A. No, sir.

Q. If it was taken out in one way by taxation, and at the same time, by some operation, you got the sum, it could not make much difference whether the taxation that took it out was dry taxation, or the taxation that took it out was dry?

A. It would not. While I concede that, I do not admit that taking the tolls from the ferries is going to increase the value of property, or make it so much more productive as to make up for the loss.

Q. I know you don't do that; but I am a little afraid you don't carry your own ideas out fairly, when you decline to.

A. I mean to.

Q. If you say that reducing one-half will, in a certain time, in your judgment, give you an equivalent to the whole, and be a source which must increase the population and valuation, and perhaps population always does it, don't it?

A. Yes, sir, I think one cent would be a very remunerative fare. I think two cents a mile is a fair toll. It is the old rate on our bridges. One cent, I think, ought, to be the fare to East Boston.

Q. You would concede, that if the one cent was taken off, and a man's property was immediately improved by the taking off the one cent, so that we could bear an additional tax of one cent, it would be just as well?

A. I will assume that there was a one cent toll, and I was getting $90,000 a year, and the whole tax $60,000, and I was called upon to take off the $90,000, I should not expect to get my $90,000 back by the increased taxation in East Boston. I should not expect to add $90,000 to the tax paid by East Boston.

Q. You would not expect that the same result would follow if you took off the whole tax?

A. If I understand you, I think it would follow; but by taking off half of it, I should have one cent for half a mile, which is two cents a mile, — a favorite rate on the railroads. Two cents a mile, I think, pays very well.

Q. (By the CHAIRMAN.) Have you contemplated any further expenses for the tunnel than you have spoken of? If the city should undertake the enterprise, would it not be liable to

further expenses, such as being obliged to pay for the approaches?

A. I supposed that the city would provide the land, having land for its ferries. If that land was not in the right place, they could sell it and buy land in a suitable place. I did not suppose that it would increase the "plant," as we term it, or the outlay, beyond what it is. I supposed they would provide land for the approaches, and I did not include that. I don't think it was included in the estimate given by the Chief Engineer.

Q. There would be great damages in such a case as that, if land was taken on a street where there are stores?

A. Suppose you were coming out on Commercial street, you would want a width of thirty to forty feet, and that could be obtained by the purchase of two small houses, or a house and a half; and you would take the land down that street until you got down say ten, fifteen or twenty feet below the level of the land. When you got down as far as that, I suppose no considerable damage would be done.

Q. You have made no account of that?

A. I did not take into account the land, sir. I knew the city owned the ferry-ways, and I supposed they had land enough for the approaches to the tunnel, if the ferries were discontinued, either by using it or by substitution. They own the street, the slips, the ferries, and some of the buildings on the other side above. I did not suppose those would be disturbed. I supposed they could begin at some point, and secure a lot 200 feet by 30, or more, and that that land would be paid for by the land they now have. I made no allowance for it.

Q. (By MR. PUTNAM.) You made an allowance for the cost of building the approaches?

A. Oh, yes, sir; every thing in the shape of the approaches, every thing but the cost of the land. I did not go into that. I don't know whether it was included in the cost of the Chicago tunnel, as given to me.

Q. (By Mr. SWEETSER.) In your talk about one or two houses only be needed, have you taken into account that you have got to take land and houses for the approaches in this side, — 400 feet?

A. I think you would occupy 14,000 or 15,000 feet of land on each side of the river for the approaches, and for the first part of the tunnel. I have the impression that the city must have more than 5,000 square feet on each side.

Q. (By Mr. SMITH, of Ward 10.) In your calculations in regard to reducing the fare, whether you considered the fact, that taking off the tolls entirely would deprive the city of the contributions from other places than East Boston, and therefore the increased valuation of East Boston could not make up for that loss, as well as the loss from the legitimate travel from East Boston?

A. I have not gone into that consideration. I presume a portion of it would be from other places, and that the travel would be increased from other places. I know the Metropolitan Railroad has a track running to Chelsea, and I suppose it will bring some passengers from that town, but that would not benefit East Boston particularly.

Q. Supposing you take off one cent, you still have an increase from all who cross the ferry; if you take the whole you have no increase, and of course the loss would have to be made up by increased taxation on East Boston alone, and you are losing the increase that might otherwise be derived from the travel that simply passes through East Boston, coming from Lynn, Chelsea, and everywhere else. Therefore, the question I want to ask is, whether that is part of your calculation, that the increased taxation of East Boston, would have to stand in the place, not only of the income now delivered from the legitimate East Boston travel, but of the income derived from the travel from other places?

A. It would have to, sir.

Q. (By Mr. HERSEY.) Are there any tolls collected at the Chicago tunnel to which you have referred?

A. I think not. The passengers walked in and out, without stopping to pay tolls.

Q. (By Mr. STONE.) If the tunnel was built, would the two ferry slips be necessary, or could the city sell one or both of them?

A. I think, within a few years, two tunnels would be required. The ferry slips would not be important, because, when you found another tunnel was required, it could be made. I think it would be desirable to have two tunnels, for this reason: the fast horses would go through one, and the teams would probably go through the other.

Q. My point is this: would the ferries be needed at all?

A. I think not. That was my theory.

Q. (By Mr. SWEETSER.) You don't suppose that one tunnel would supply the travel in five years after it was built?

A. I think, if you built such a tunnel as I have proposed, you would want another in five or six years. Perhaps, if you built such an one as General Foster proposes, you could get along for ten years.

Q. (By Mr. PEASE.) In case there was a tunnel, and a very heavy team should arrive at the entrance on runners, how would you dispose of it?

A. If there was good sleighing, I should have the carriageway covered with snow.

Q. How long do you calculate it would take to do that, and accommodate heavily loaded teams, which would require, certainly, six or eight inches of snow?

A. They could easily do that in a night, while the snow was falling.

Q. Supposing the snow fell in the night, how would the teams get through that came along early in the morning?

A. We should have the tunnel ready. We have worked

day and night on the Metropolitan road in snow storms, and I should do in the tunnel as we did on that road.

Q. (By Mr. PEASE.) It strikes me it should be more difficult to keep snow in the tunnel than to clear it off a horse-railroad track.

A. It seems to me it could be much more easily done.

Q. It is a very difficult matter to keep a supply of snow on the ferry-boats, which are only 150 feet long, and where teams can run on and off without any difficulty. I do not see how you could possibly keep sufficient snow in the tunnel, if they cannot keep it on the boats.

A. I think they must be very inefficient people if they cannot line a boat like that with snow in half an hour. I should want better men.

Q. Your tunnel would have at least thirty-five feet of water on top of it, and forty-five feet at high water. Your snow, if you carted it in there, would be like splosh, wouldn't it?

A. I think not; the salt water would not touch it.

Q. You think the atmosphere would not have any effect upon it?

A. I should expect the snow to be about of the temperature of Cochituate water, after I have let it run a short time. I do not want any ice in it.

Q. Have you ever had any opportunity to see snow carted on to a covered bridge?

A. I don't recollect about that, but I have known snow in large quantities, to be taken away from where it was wanted. I do not entertain a particle of doubt that sleighing can be kept up in the tunnel, if nothing else. I think it would be much better than a bridge in that respect.

Q (By Mr. WINCH.) In your opinion, could the Betterment Act be applied to the opening of an avenue of this kind, and a portion of the cost be assessed upon the real estate that is benefited on both sides?

A. I have not reflected upon that enough to form an opinion. I like the Betterment Act of Boston; I think it is a good thing. But I should want a little reflection before I gave an opinion as to its application to an improvement of this kind.

Q. (By Mr. PUTNAM.) I will ask you whether, as a matter of fact, in case of a heavy fall of snow, teams appear at once on runners, before the snow has settled?

A. I have noticed that the travel was interrupted for some hours, until the streets were beaten out. We on the Metropolitan road used to keep our teams going all night.

Q. Are there not, in case of a heavy fall of snow, teams constantly at work in carting snow off the streets and horse-car tracks sufficient to provide for the tunnel?

A. Yes, sir. They would be glad to have a place of deposit. We were in great trouble to know where to put it.

Q. Do you know that the horse railroads experience great trouble in finding dumping ground for the snow that they take from their tracks?

A. Very great trouble. We considered it a great privilege when we could get on to the Common and dump some of it there. I could not get that privilege when I was President of the Metropolitan road. The horse railroads would be very glad to find a place to carry it to.

Mr. NOYES moved that when the committee adjourn, it be to 7½ o'clock on Wednesday.

Mr. WEBSTER moved to amend by substituting Friday evening.

Mr. SMITH, of Ward 1, moved to amend by substituting to-morrow evening.

These motions were severally lost by a close vote.

Mr. SMITH, of Ward ten, then moved that the committee have a hearing every Monday evening, until the case is finished.

Mr. NOYES moved to amend by substituting, that the committee meet three evenings a week.

This motion was lost, by a vote of 15 to 22.

Mr. FLYNN then moved to amend, so that the motion would read that two meetings a week be held, on Monday and Friday evenings.

The amendment was lost, by a vote of 15 to 18.

The motion of Mr. NOYES was also lost.

The question recurring on MR. SMITH'S motion, it was carried, 24 to 16.

On motion of Mr. STONE, the committee then adjourned.

FOURTH HEARING.

MONDAY, APRIL 24, 1871.

The Chairman called the meeting to order at twenty-one minutes to 8 o'clock, and stated that the following petitions had been referred to the committee, namely: Of Geo. W. Parmenter, John L. Hunnewell and 42 others; Samuel Mills, J. S. Pote and 41 others; John P. Squire & Co., Seth E. Pecker & Co. and 32 others; Michael Ambrose, James Sweeney and 21 others; William Somers and 7 others; J. H. Flitner and 14 others; M. McCann, L. A. Hall and 39 others; Andrew Sawtelle, Bennett, Rand & Co. and 46 others; John Cummings, Simmons, Amsden & Co. and 65 others; A. J. Chase, O. W. Bailey and 14 others, in favor of the abolition of tolls on the East Boston Ferries.

The following remonstrances were submitted as having been referred to the committee, namely: Of E. R. Mudge, Sawyer & Co., Amos A. Lawrence and 40 others; James M. Beebe and 39 others; John B. Alley & Co. and 58 others; J. P. Barnard and 50 others; Jacob Sleeper and 41 others; Dexter Brother and 44 others; O. C. Taylor and 46 others; Wm. B. Spooner & Co., Henry Poor & Son and 34 others; Wm. Fosdick and 40 others; Alexander Wadsworth and 43 others; Gardner Brewer and 40 others; Charles Francis Adams and 52 others; J. H. Chadwick, Geo. M. Barnard and 26 others; Fred'k Jones & Co., S. R. Spalding, J. B. Kimball & Co. and 84 others, against free ferries.

TESTIMONY OF TIMOTHY C. WHITTEMORE.

Q. (By Mr. PUTNAM.) What is your occupation, Mr. Whittemore?

A. I am clerk of the Board of Directors of Ferries.

Q. Previous to the purchase of the ferries by the city, what was your occupation?

A. I was formerly clerk of the East Boston Ferry Company, and held that position at the time the city purchased the ferries.

Q. How long had you been in that occupation?

A. I had been with them about eight years, — seven or eight years. I think I went there in 1862.

Q. Had you ever served in any other capacity in connection with ferries?

A. I was formerly the treasurer and clerk of the Ferry Company.

Q. Your services with them began in 1862?

A. Yes, sir; December, 1862.

Q. Where did the duties of your office require you to be?

A. Well, my duties were in the office mostly.

Q. And that is where?

A. My office first was on State street. It was then removed to No. 42 Long wharf, and from there to the office in East Boston.

Q. Do you know anything of the age and condition of the boats now used by the city on the ferries?

A. Well, they are the same boats that have been seen on the ferries since I have been connected with them, — the most of them.

Q. State their names, and state how old they are, so far as you know.

A. The "Daniel Webster," I think, is the oldest boat. It

was built in 1852 or 1853, — somewhere about that time, — I don't know the exact date; and has been run by the East Boston Ferry Company and the city ever since. The "John Adams" and "Jefferson" were boats that were run on the People's Ferry, which were sold by the company and went through the war, came back, and were repaired up and put on to the ferry again. The "Lincoln" is a boat that was bought by the East Boston Ferry Company, in New York, I think, or Washington, in 1866. It might have been in the autumn of 1865. The "General Grant" was bought, I think, in 1866.

Q. Were the "Gen. Grant" and the "Lincoln," at the time they were bought, old boats or new?

A. They were old boats.

Q. Have you any means, Mr. Whittemore, of knowing what the amount of business of different kinds is that is done by the ferries?

A. Yes, sir; I have the means of knowing.

Q. Will you please to state what the amount of business for the past year has been, and how it has been divided?

A. The receipts for the year ending March 31st, 1871, were $163,903.85. That does not include $500 worth of tickets redeemed, according to contract made with the East Boston Ferry Company, when the city purchased of them. That naturally should be added, to show the net amount of receipts.

Q. One moment, Mr. Whittemore. Do I understand you that $163,903.85 is the gross amount, including the outstanding tickets, from which the outstanding tickets are to be deducted, or to which they are to be added?

A. Those are to be deducted from the $163,903.85. That is the net amount of cash which I have received. From that should be deducted $1,444.71 for tickets that are sold, and not yet redeemed.

Q. Leaving the net receipts of the ferry for the year how much?

A. That would leave $162,000, and some odd. Then I stated to that should be added some $500 of tickets, which were redeemed on account of the East Boston Ferry Co., which were turned in to them, and not made any account of, but added in.

Q. The figures you give, Mr. Whittemore, are for the year during which the ferries have been run by the city, are they not?

A. Yes, sir.

Q. Do they comprise an exact year?

A. An exact year.

Q. From what date?

A. April 1st, 1870, to March 31st, 1871.

Q. How were those receipts divided as to the sources from which they came?

A. Do you mean in regard to team travel?

Q. The character of the travel; team travel, foot travel and car travel, or any other travel.

A. For team travel the receipts were $71,130.32, and for foot travel, including railroad passengers, and the amount of outstanding tickets, $92,773.53.

Q. Will you please give the figures, in detail, of those various classes which you have included in this aggregate of $92,773.53?

A. The first item is 491,293 passengers at one cent each, from the Metropolitan Railroad, making $4,912.93; 145,473 passengers by the Metropolitan Railroad, at one and a half cents a piece, $2,182.09; 2,177,300 foot passengers, at a cent and a half each, $32,659.50; 2,578,715 passengers at two cents each, $51,574.30; 86,314 foot passes, now outstanding, or, at least, outstanding on the first of April, $1,294.71; team tickets outstanding, estimated of various grades, $150.

Q. Why should not that be added to the team travel instead of foot travel?

A. I didn't do that, because they are not redeemed.

Q. That should be deducted from the $92,773.53 in order to get the amount of the foot and horse-car travel?

A. The two items should be deducted from the $92,773.53, in order to get at the amount received for passengers transported during the year.

Q. Have you made any comparison of the amounts received, with the amounts which would have been received, if the tolls had been kept by the city at the same figures at which the ferry company exacted toll?

A. I have an account made up at the prices collected by the East Boston Ferry Company at the time the city took possession of the ferries.

Q. Will you state what the figures would be if the city had collected the same rates of tolls as the ferry company the year before?

A. The amount for team travel would have been $95,692.89. The amount for railroad passengers and foot travel would have been $149,048.11, making $244,741, to which I have added a cent and a half which is in litigation, but which I don't know any reason why the East Boston Ferry Company should not have collected, which makes a difference of about $12,000, which would make $256,748.95.

Q. Collected from whom?

A. This last amount would have been collected of the railroad company if they had got what they claimed, three cents on each passenger.

Q. How much, then, has the saving been to the ferry passengers during the past year, in comparison with the rates collected by the ferry company before the city took possession?

A. Well, I make the difference $94,289.81, including that $12,000. That is a question which has not yet been decided.

Q. The figures which you have got will enable the computation to be made, excluding that $12,000, will they not?

A. Yes; that can very easily be made. I added two cents

on the first amount of travel, and a cent and a half on the other, to make the difference.

Q. Do you know the gross amount of the expenditures by the city upon the ferries during the same period covered by these receipts?

A. The amount drawn, including the April draft, is $212,-180.95.

Q. Does that include all the expenses?

A. That closes, I believe, the present year, but it does not include the whole amount of the expenses. There are some outstanding bills that have not been included in that.

Q. Which should be added to that $212,000, as I understand you, in order to get at the total actual expense to the city. Is that it?

A. That would be so; yes.

Q. Have you any means of knowing how much of this travel is East Boston travel?

A. A large proportion of it. I have means of arriving at that in a measure. I could not decide definitely.

Q. State your means of forming a judgment.

A. There is a certain class of teams with which I keep a running account, which is settled once a month. These I could very easily tell. Then, there are others that purchase tickets by the $75 worth.

Q. Have you any means of ascertaining and of stating how large a proportion of the foot passengers pay money, and how large a proportion buy tickets?

A. Yes, I have that. We sell tickets at a cent and a half each. Of course, we keep an exact account of every ticket. We can tell just how many we sell and how many we redeem. We have different grades of teams by which I can tell just how many team tickets I sell, and how many I redeem. Then I have a report, which is made up by the gentlemen who keep a correct account, or it is intended that they shall keep a correct account,

of all teams, classifying them, so that I can know how many teams of each class pass over the ferry, which is returned to me every morning.

Q. Do the figures which you have given indicate the proportion of the foot passengers that buy tickets, and the proportion that pay money?

A. Yes; the amount that is tickets, of course we can tell exactly. The other we have to make an estimate of. We have an account of all teams and the various kinds of toll, excepting foot travel. That is added to the amount which is received for tickets; and then the balance must come from foot travel.

Q. From foot travel that pays cash?

A. That pays two cents.

Q. Then, if I understand the figures you have already given, there are about 2,000,000 foot passengers with tickets, and 2,500,000 without tickets?

A. Yes; that's about it.

Q. Can you form any judgment from that fact as to the proportion of foot travel which belongs to East Boston?

A. Well, I have given that matter some thought recently, in view of the ferry question. Of course, I am unable to state it definitely. There is a large amount of team travel which I know.

Q. I am speaking now of the foot travel.

A. I have no means of deciding that question. It is naturally to be supposed that most of the East Boston people buy their tickets.

Q. Will you state now what you can, in regard to the amounts received for team travel from different parties who are the principal contributors to team travel?

A. The largest amount is received from Messrs. Pote & Co., which is somewhere about $5,000 a year. They do the teaming for the Eastern Railroad Company. I presume they pay us more than that sum. That is about the amount which

I have, according to my ticket account. Then they have more or less freight that they pay cash for, as they pass over, the amount of which I have no means of judging. The city of Boston, I presume, pay somewhere about $2,000, for various departments.

Q. Have you any other large contributors?

A. The Eastern Railroad and Boston and Albany Railroad. I don't know how much they pay; I have no means for telling. They pay more or less. Savage & Co. pay about $2,000 a year; Merritt & Co., about $1,800 a year; Munroe, Arnold & Co., about $1,800; Pratt & Babb, about $1,800; Moulton, about $1,200; Boston Sugar Refinery, I should say, pay about $1,200 a year; C. R. Morse & Co., about $1,100, or $1,200 a year. There are other teamers, who do quite a business, who buy their tickets in quantities of $20 and $25 worth at a time, of which I have no account.

Q. Those which you have named are the largest?

A. Yes, sir. These are regular customers, who are settled with once a month, and all have their private tickets, so that I know just how much they take.

Q. When did the city come into possession of the ferries, Mr. Whittemore?

A. April first, 1870.

Cross-examination.

Q. (By Mr. SWEETSER.) Mr. Whittemore, how long were you treasurer, — from what year?

A. I was Treasurer of the East Boston Ferry Company from 1863, I think, in February. I was elected until July, 1866.

Q. Have you made any comparison between the travel during the last year, and that of the preceding year, or any preceding year?

A. Any comparison as to different grades?

Q. Yes.

A. No; I have made no comparison.

Q. For instance, you have got about 4,500,000 foot passengers during last year. Do you know how many there were during the preceding year?

A. No, sir, I do not.

Q. You have made no comparison of that kind?

A. I had no means of knowing.

Q. Well, you have means of knowing, have you not, in the same way you have ascertained the facts you have stated?

A. No, sir.

Q. Why not?

A. Because they never kept any account.

Q. They kept an account of their receipts?

A. Yes, sir.

Q. Didn't they keep an account of the receipts from the different sources?

A. Not any account which you could tell anything about. They never had any system about it. The classes of teams and foot travel were not kept separately.

Q. For instance, I find in a book which came from the city government, in some inquiry in relation to these ferries in some former years, an account of the different kinds of travel in the month of April. Was not that taken from the accounts?

A. I don't know. I should want to see how that account was made up before I could tell you.

Q. Well, have you made any comparison of the gross receipts of last year with those of the previous year?

A. I knew about what the gross receipts were the previous year.

Q. What were they, sir, the previous year? Take the year preceding that in which the city took the ferries.

A. I think that the receipts that year were, as near as I recollect, something like $169,000.

Q. Do you recollect about the year 1868?

A. The receipts in 1868 were about the same. Somewhere like $160,000 for each of those years. I said $169,000.

Q. They took the greater amount of toll in those years?

A. They did. The last part of 1869 and the fore part of 1870, they took the larger amount of toll.

Q. How was it in 1868?

A. In 1868, I think, we took about $138,000, if I recollect aright.

Q. State the amount of gross receipts in 1868 again.

A. In 1868 there was $138,735.87.

Q. And in that year, what was the charge for tolls compared with the charge for tolls during the year ending April, 1871?

A. Well, the foot passengers were three cents, I think.

Q. Were the charges for tolls in that year the same as last year, for teams?

A. I think there was some slight variation on some teams. There was an addition, I think, made by the city on some, and a reduction on others. I couldn't state just the amount.

Q. Well, have you got 1867 there?

A. 1867 is $136,305.79.

Q. Have you got the exact amount of 1869?

A. 1869, $161,049.95.

Q. And during six months of that year the tolls were higher than they are now?

A. Yes, sir.

Q. Two cents on foot passengers?

A. Three cents on foot passengers. All the team travel was higher.

Q. Well, sir, the expenditures of this year have been larger than they were in that?

A. Yes, sir.

Q. Why is that?

A. Well, one reason is, they began to repair up their boats

and buildings, etc., to make them more in accordance with the wishes of the citizens of East Boston, I suppose.

Q. Well, have there been unusual expenses in that regard?

A. Yes; unusual for the ferry company.

Q. Have the slips been repaired?

A. The slips have been repaired.

Q. Buildings? — boats?

A. Some new buildings built, and the boats have been repaired.

Q. Drops been repaired?

A. Drops repaired. One new drop was made and put in.

Q. And the expenditures in that respect have been greater than in any year since you have been connected with the ferry?

A. They have been larger than in former years; yes, sir.

Q. I don't want to be too long in going through the whole of it, for we can get at it in some other way. But can you state the largest year's expenditures, except last year?

A. Under the old administration?

Q. Yes, sir.

A. The largest year was 1869. They expended $162,686.43.

Q. That is not running expenses, is it? Does it include repairs?

A. That is the ferry expenses. I don't make any distinction between running expenses and other expenses. What I call ferry expenses, is what runs the ferry, — what goes to the ferry department.

Q. Can you tell, sir, whether or not that included it — repairs?

A. That includes the whole, as I understand.

Q. Whether it included a considerable amount for repairs in 1869?

A. Well, I should judge not a very large amount for repairs.

Q. What is the lowest year since 1863 for expenses?

A. 1864.

Q. What was that?

A. $89,244.57.

Q. That is for everything?

A. That is for everything.

Q. You have no method of telling us, then, how much was paid in any other year than last year? You haven't any method of telling how much for repairs?

A. I have no means.

Q. Now, sir, has travel been much greater during the last year than in preceding years?

A. No; I don't think it has been very much greater.

Q. Any greater than in 1868?

A. Well, I don't think the travel has been very much greater than in 1868 or 1869. It may have been some larger. Sometimes I have thought it was not as large.

Q. Well, the difference in the receipts is the difference between $132,000, or about there, in 1868, and $163,000 in 1870–71?

A. That is about it.

Q. Now, sir, how do you account for the greater receipts in 1870–71, unless there was greater travel?

A. Well, that is a question I could not decide fully. There may be various reasons.

Q. The charges were more in 1868?

A. For some teams we have charged more, and for some we have not charged as much.

Q. I mean in 1868 and 1869?

A. On most of the travel they charged more than they did in 1870–71.

Q. Well, how do you account for the increase of receipts, unless there was a greater amount of travel?

A. Well, I think that there may have been some increase.

And then there may have been an increase from some other sources.

Q. You have got $30,000 to account for?

A. I think the money has been looked after a little closer than under the old management.

Q. What! under the city, than under a private corporation?

A. Yes, sir; I think it has.

Q. You collected for both, didn't you?

A. Yes.

Q. How could that be?

A. One I collected according to my own ideas of things, and the other according to instructions or custom.

Q. You meant, of course, to be honest in both?

A. Yes, sir.

Q. Have people known more about collecting closer than you did during the last year?

A. Some tolls, perhaps, have been collected now, that were not collected before.

Q. Then your experience shows that the thing is managed better under the city government than it was under a private corporation?

A. I think, in some respects, it is.

Q. Well, do you think that accounts for $30,000?

A. You can't always tell how much such things will account for.

Q. You had charge under the old system? Collected every cent yourself?

A. No, sir; I didn't collect every cent.

Q. I mean, it was collected by you, or somebody else under you?

A. No, sir; not all of it.

Q. Who else collected it?

A. Well, there were other parties that collected money the past year.

Q. I mean the prior years, while you were acting for the company?

A. When I was acting for the ferry company up to 1866, I collected the tolls of the toll men; also in 1867, and part of 1868.

Q. And you were also the treasurer? Have you not given the same attention during the last year?

A. Yes, sir. I have collected of the toll men, and some of the toll men have been of a different class. Some leakages have been stopped, I think, in that direction.

Q. Who elects the toll men?

A. The toll men are elected by the directors.

Q. Who selects them now?

A. The directors.

Q. I mean who selected them before?

A. The directors of the ferry company.

Q. (By Mr. FLYNN.) I desire to ask the gentleman if he is treasurer of the ferry now?

A. I am clerk of the Board of Directors. We have no treasurer.

Q. I desire also to ask the gentleman, to whom is the money turned over after being collected by the toll-keepers?

A. Turned over to me and my assistant?

Q. I also desire to ask the gentlemen who orders the tickets to be printed for the company?

A. The directors, — one of the directors, — the chairman of the Committee on Printing, on Tickets, and Accounts.

Q. And by whom are they issued?

A. Issued by myself.

Q. To whom are the returns made of the fares and the tickets?

A. They are made at my office. The fares and tickets are returned to me each morning.

Q. As I understand it, the tickets are issued by you also?

A. Yes, sir.

Q. Have the directors of the ferry any knowledge of the amount of tickets you issue?

A. Yes, sir. They have a receipt for every ticket I get.

Q. To whom do you give a receipt for the number of tickets received by you from the printer?

A. To the Chairman of the Committee on Accounts.

Q. I mean the number of tickets received from the printer?

A. Yes, sir; from the printer.

Q. Are these tickets returned to you daily?

A. Yes, sir; every morning.

Q. Is there any other person, or are there any other persons, having any knowledge of the number of tickets returned to you but yourself?

A. My assistant, of course.

Q. By whom is he appointed?

A. By the directors.

Q. Who is he?

A. His name is Wright.

Q. Any relation of yours?

A. No connection of mine.

Q. Any relation?

A. No relation to me, personally.

Q. Any relation at all, in any way?

A. He is a connection of my wife.

Q. (By Mr. PUTNAM.) Under the former management, Mr. Whittemore, did you have the appointment of the toll-keepers?

A. I did not.

Q. Did you have the appointment of any of the subordinate officers?

A. I appointed no officers.

Q. Some question has been raised as to the difference in the management under the old direction and under the city. I will simply ask you in relation to that, whether there is pending any

controversey between the stock-holders of the old ferry company and the then directors involving questions of management, and whether a receiver has been appointed?

Mr. SWEETSER. How will he answer that? He is not clerk of the court, and don't keep any record.

Mr. PUTNAM. Well, you can cross-examine him as to his means of knowledge. I ask him if he knows, and if he says he don't know, that ends it.

WITNESS. Yes, sir; there is.

Mr. SWEETSER. Wait a moment. I object, Mr. Chairman. The appointment of a receiver is an appointment made by the Supreme Court, and is matter of record. If there is any thing of that kind, and it is proper legal evidence here, it can be ascertained in another way. This witness can only know by street rumor. He may go into a court-house. He cannot know.

Mr. PUTNAM. State your means of knowledge, Mr. Whittemore.

WITNESS. My means of knowledge is, that I have been called upon by the receivers of the ferry company to deliver up the books.

Mr. SWEETSER. I object.

Mr. PUTNAM. Before you state the facts, Mr. Whittemore.

The CHAIRMAN. The Chair desires to know the point of order.

Mr. PUTNAM. The objection is, that the witness cannot know. And I simply submit now that neither the Chair nor the counsel can decide that the witness cannot know, until he has had an opportunity to state his means of knowledge. The question is not objected to as immaterial, but is objected to on the ground that the witness is asked a thing which he cannot know. I am now proposing to lay the foundation for asking the witness for the fact, by asking him his means of knowledge.

The CHAIRMAN. I think any question that comes under his

own supervision, in the position he occupies, would certainly be of his own knowledge.

Mr. PUTNAM. I proposed to ask him how he knew there were receivers appointed. He being one of the officers of the company would very possibly have information of the fact. It may have been official information from the Court. I think he got so far as to say, that he had been called upon by the receivers to give up his books, etc., but his answer was interrupted.

Mr. SWEETSER. Mr. Chairman, I won't object to any way in which you can get any information. If the gentleman will show, so that you are satisfied, in what way the fact that somebody who is a stockholder, or some men who are stockholders, have a lawsuit with the directors of the former ferry company, has anything to do with the matter in controversy, I will not object. If it is, as possibly it may be, — I don't know, — in order to rebut any presumption which I raise from the fact that there were, in the year 1871, greater receipts than there were with greater tolls in 1868 and 1869, that there was greater travel in 1871, why, then, it must be because the lawsuit is about not accounting for the receipts and the keeping, therefore, of wrong accounts; and that can only be shown by showing us the record, and upon what petition the suit was brought, and representing by what parties a receiver was appointed. That can only be ascertained by the record. The witness cannot testify to it. I should like to know the reason, so that I can see, or so that anybody can see, what it has to do with this controversy.

Mr. PUTNAM. The reason why I asked Mr. Whittemore this question on re-examination, — not having intended to go into the subject at all, having asked him no such question on the direct examination, — was that the learned counsel, in examining him as to the receipts of the past year as compared with those of previous years, seemed to suggest, both by his question and by his manner of putting it, the argument that the witness was in some way, or might be inferred to be in

some way, accountable for this difference in the receipts; and I propose to ask the witness this question, to prove the fact merely that there is a controversy between the stockholders and the directors, under whom this witness acted, as to the accounts of the ferry company, in order to rebut any inference that might be drawn from the turn of the cross-examination.

The CHAIRMAN. That being the point, the chair decides that the question may be put.

Mr. SWEETSER. Mr. Chairman, I desire to disclaim any purpose of making the slightest intimation in regard to the witness, or of drawing any inference as to the witnsss having been dishonest in either of the offices he has filled. All I desired was to find out what the facts were when the tolls were greater, in order to draw the inference that the lowering of the tolls has increased the travel.

Mr. PUTNAM. Then, the counsel disclaiming any desire to draw any other argument than the one he has stated, I am perfectly willing to withdraw the question, and press it no further.

Mr. SMITH, of Ward 10. I think the Committee have a right to know all the facts in this case, and I respectfully press the question on my own account.

The CHAIRMAN. The Chair has decided that that was a fair question to be put and answered.

Mr. SMITH. The counsel having withdrawn his right to ask the question, I would respectfully press it. I desire to know whether there is any controversy in regard to the matter of tolls between the stockholders of the old company and the directors.

Mr. FLYNN. Before that question is put, I would like to inquire of the Chair by what authority this Committee go into the business of the old corporation? We are not here for that purpose. We are here for the purpose of ascertaining what is the best mode of making the ferry free, serving the interests of the people, and if the ferry should be freed, upon what grounds we

should do it, not what the duties of the old corporation or the old company were.

The CHAIRMAN. We have allowed, thus far, very large liberty to every gentleman of the Committee to ask such questions as in his judgment seemed to bear upon the question, and if the gentleman from Ward 10 thinks that his question will be of service to him in coming to a conclusion, the Chair decides he has a right to ask it. The witness will please answer the question.

A. I understand the question is, whether there is any controversy between the stockholders and the old board of directors. There is a matter in suit between the parties. I believe there are two bills filed against the old directors by the stockholders of the ferry company, in relation to matters that were not satisfactory to the stockholders.

Mr. SMITH. Mr. Chairman, the purpose of my question is simply to get at the fact whether the difference in regard to the receipts under the lessened tolls, which is suggested by the counsel for the remonstrants, could be accounted for in this way. If it has nothing to do with accounting for the receipts of the ferry, I do not wish to press it. I simply want to get at that fact, whether it bears upon the question of accounting for the difference in the receipts of the ferries.

WITNESS. The only point that I can make in regard to that is, that after the city took possession, I was elected clerk of the board, and the whole matter was entrusted to me, and I was to be held responsible for the money, giving bonds, and also for the sale of the tickets, and was to conduct the sale of them as I thought for the best interests of the citizens of East Boston and others purchasing the tickets, and also in collecting the tolls. The directors adopted various methods which I suggested; and I endeavored to systematize the matter, so as to know something in relation to the amount of tolls received, and for what they were received, how much of foot travel, tickets, etc.; and also I thought that the toll men had not been

looked after as sharply as they should have been, and in fact the Superintendent and myself had reason to believe that the monies were not all returned, and consequently there were some changes made, which would account for a measure of the increase. It has been thought by those interested in the ferries, and has been remarked by the citizens of East Boston, that the amount of travel last year did not seem to increase. They thought business was dull. It has been frequently remarked by those about the ferry, and by prominent men in East Boston, and by some of the directors, that business generally was dull and consequently that the ferry business was dull. Well, I told them that all I could say was, I was going to make a good show of receipts. Where the money comes from I cannot tell you. I don't know. I could not judge, really, myself, whether the business was larger or smaller, from my observation of teams. I only judge from the amount of money I receive. The directors have been surprised, I think, and I have been somewhat, at the amount of receipts for the last year. They have exceeded our expectations.

Mr. WINCH. I desire to ask the witness if, during the years previous to the years 1870 and 1871, in which he has given the gross expense of repairs, etc., and also the gross receipts, there was more than one ferry running, — in other words, if the People's Ferry was run during these years?

A. The People's Ferry was run up to 1863. They stopped in December, 1863. In 1864, there was only one ferry running.

Q. From 1864 to the present time?

A. From 1864 until the present time, saving what was run by the East Boston Ferry. They ran the People's Ferry some time.

. And you estimated in your receipts what was collected from the upper ferry and the lower ferry both?

A. Yes, sir.

Q. You have not gone back to the years when they did not run the People's Ferry?

A. Not in the estimates I have given here. I think 1864 was the last year they run the People's Ferry.

Q. (By Mr. PUTNAM.) Mr. Whittemore, I should like to ask you whether the fact that two ferries have been run instead of one since the city took charge, might not perhaps account for any appearance of less business to anybody looking merely at one ferry?

A It might account for less business at the old ferry, if anybody had made the remark that there had been less business there.

Q. The business before this last year was all done upon the old ferry, was it not?

A. The East Boston Ferry Company ran a boat on the People's Ferry, I think, in 1866, some portion of the year.

Q. A larger proportion of it was on the old ferry than at present?

A. Oh, the larger proportion of the travel is always on the old ferry.

Q. But the city has increased the accommodations on the People's Ferry, has it not?

A. They have put two boats on. That might increase the travel some, coming from Chelsea.

Q. And would naturally transfer some of the travel from the East Boston Ferry, would it not?

A. It would.

Q. And so give rise to this appearance of less business?

A. It might.

Q. (By Mr. WINCH.) Did I understand you to say that the People's Ferry Company did not run in 1864?

A. The People's Ferry Company run the ferry in 1863. In 1864, there was no People's Ferry run. They failed in December, 1863, and closed up.

Q. (By Mr. FLYNN.) I would like to inquire of the witness how many toll men there are employed by the Ferry Company?

A. Eight toll men.

Q. How long are each of them on duty?

A. Well, I think they average about ten hours each, — more than that, I think. What time they are on duty you may call ten hours. Then they have to make up their accounts, and count their tickets and cash, and that takes extra time.

Q. To whom do they make returns?

A. They make returns to me. I collect the money every morning.

Q. Do they keep an account of the money they return to you?

A. Yes, sir. I receipt for all the money I receive from them, and all the tickets.

Q. Have they a separate book?

A. Yes, sir. Each toll man has two books, and they are changed every month.

Q. To whom do you pay the money?

A. I pay the money to the City Treasurer.

Q. Can the books of the toll man be got at any time?

A. At any time, sir.

Q. (By Mr. SWEETSER.) Mr. Whittemore, how many boats were run in 1868? I don't care where, nor by whom.

A. I think three boats, some part of the time.

Q. In 1869?

A. In 1868, I am not sure whether it was two boats or three boats. In 1869, I think, some parts of 1869, there were three boats run.

Q. How many boats during the last year?

A. Four boats all the time last year.

Q. Now, sir, did you keep the accounts in the years when the ferries were run by the ferry company?

A. I kept the accounts in the years that the ferry company ran, from 1863 up to February, 1870.

Q. And you kept the accounts during the last twelve months?

A. Yes, sir.

Mr. PUTNAM. I will now read a few statistics, which I have taken from various City Documents, which I will refer to. The figures have been collected by myself, and some of the ciphering done by me; but the basis of the calculations will be found in the documents to which I will refer.

I have here a statement of the expenses of the ferries, from 1859 to 1871, taken, up to 1866, from City Document No. 24, for 1866, — the blue book, — and will be found in the appendix to that document. The rest, with the exception of 1871, are taken from City Document No. 18, for 1867, No. 19, for 1869, No. 18, for 1870. The figures for 1871 are taken, I think, from the Auditor's Report of this year, but they are familiar to the Committee, so that I need not refer to the document.

Expenses of East Boston Ferries.

	East Boston Ferry.		People's Ferry.	Total.
1859.	51,537.93		25,890	77,427
60.	50,963.53	(exclud'g 10,000 chg'd as depreciation)	35,491	86,454
61.	46,904.06	(" " ")	32,968	79,872
62.	57,679.88		35,165	92,844
63.	52,843.42			
64.	89,294.57			
65.	117,877.82			
66.	1[illegible]4,519			
67.	129,798			
68.	148,006	(exclud'g 25,000 chg'd as depreciation)		
69.	152,656			
City, 70.	212,000			
Est. 71.	208,000			

The charges for depreciation, made by the corporation in their reports, are excluded because no corresponding change appears to have been made in the report of expenses since the city took charge of the ferries. Interest on debt is not included, only actual outlays upon the ferries.

The estimate for 1871, as originally reported by the directors of the ferries on the part of the city, was $235,000, as appears by the Document of this year, No. 19, p. 34. That estimate was cut down by the Committee on Ferries to $208,500. I give both estimates, that the council may judge whether the estimate of the ferry directors or that of the committee is more likely to prove correct.

Mr. SWEETSER. Does that include a new boat?

Mr. PUTNAM. It includes an estimate for a new boat, $50,000.

I will now read some figures which have been furnished me by the City Auditor, which can be found at his office, showing the cost to the city of bridges and ferries up to this time, exclusive of interests for twenty years back.

Dover St. Bridge	$125,282.00
Federal St.	121,005.21
Mount Washington Avenue . .	181,265.61
Meridian St.	156,490.29
Chelsea St.	30,440.67
Point Shirley (Winthrop) . . .	12,266.91
Ferries, 1858–71	810,720.59

The length of time which the city has had each of these bridges, and during which all of these expenses have been accumulating, is to be found in the City Ordinances, in the chapter on bridges. The Auditor's Estimate for the Broadway Extension and Bridge, up to the present time (there being no separate account with him as between the bridge and the cost of the streets on either side) is $877,141.50; and the city have expended thus far upon the ferries, $810,720.59.

The total appropriation for all the bridges for the current year appears to be $27,000, including salaries, repairs, and everything. The appropriation for the ferries is $208,500.

I find, on comparing the total tax of the city, as shown in the Auditor's Report for the year 1870, with the rate of taxation

that the city and county tax of East Boston for 1870, was $181,502.

I find that the expenditures upon East Boston of that year were as follows: —

City and County Tax of East Boston for 1870,		$181,502
City Expenditures for Schools,	$95,335	
" " Police,	33,137	
" " Streets,	58,305	
" " New School-house,	114,912	
Expense of Ferries above tolls,	48,000	
		$349,687

Excluding all minor expenses, and, also, all share in those expenses which are not distributed in the accounts between the different wards. Excluding, also, the interest on the ferry scrip.

I find, on examining the Reports of the Superintendent of Streets, for successive years, going back to 1854, that the expenditures upon the streets of East Boston, as compared with those of the whole city, have been as follows: —

EXPENDITURES BY THE CITY UPON STREETS.

	In East Boston.	In whole City.	Per cent in E. B.
1854	$41,169 70	$144,930 67	.28
1855	34,536 89	165,209 97	.20
1856	36,048 38	192,458 48	.18
1857	32,905 27	201,528 49	.15
1858	25,023 50	187,160 92	.14
1859	16,470 00	186,295 77	.09
1860	12,059 56	197,170 63	.06
1861	11,181 21	196,778 76	.07
1862	14,532 89	175,981 68	.09
1863	21,570 41	151,130 27	.14
1864	22,125 82	156,959 65	.14
1865	20,725 37	173,258 13	.12
1866	15,194 95	224,953 55	.07
1867	13,575 30	283,641 56	.045
1868	24,598 66	407,053 89	.06
1869	44,453 76	667,817 90	.07
1870	58,305 52	804,384 89	.07

This table treats all the incidental expenses as laid out upon other parts of the city, charging East Boston only with the

moneys expended upon its own streets. If it were charged with its proportion of the incidental expenses, its percentage would be increased.

I have made a table, with the figures arranged a little differently, showing the expenditures for streets in the city, the amounts expended in each section (South Boston and the city proper being taken together, because Ward 7 is not divided in the Assessor's return, from which the percentage of taxation is made up); the percentage of expenditure, the percentage of taxation, and the amount furnished by each section for the years 1869 and 1870. In this table the incindetals are included.

The figures from which this table is made, may be found in the reports of the Superintendent of Streets and of the Assessors, for the last two years.

1869.

	Tax for Paving.	Amount Expd.	Per cent of Tax.	Per cent Expended.
City & S. Boston ..	$545,000	467,441	.90½	.77
East Boston	13,927	44,454	.02	.07
Roxbury.....	44,500	91,532	.07½	.16
	$603,427	$603,427	100	100

1870.

City & S. Boston..	601,637.44	491,266.60	.87	.72
East Boston.....	13,830.91	38,305.52	.02	.08
Roxbury.....	55,323.68	93,671.97	.08	.13
Dorchester	20,756.39	48,312.29	.03	.07

By which it appears that East Boston has received, in proportion to her contributions to the treasury, a very much larger proportion for her streets than any other portion of the city, amounting, last year, to about four times as much, which, of course, is to be made up by other portions of the city.

I have also taken some figures from the Auditor's Report for this year, tending to show, in a condensed form, the growth of taxation.

Total Tax of Boston compared with Valuation.

Year.	Valuation.	Total Tax.	Rate.
1860–61	$276,861,000 00	$2,530,000 00	9.30
61–62	275,760,100 00	2,478,435 00	8.90
62–63	276,216,000 00	2,889,938 00	10.50
63–64	302,507,200 00	3,398,397 00	11.50
64–65	332,449,900 00	4,343,952 00	13.30
65–66	371,892,775 00	5,670,800 00	15.80
66–67	415,362,345 00	5,274,484 00	13.00
67–68	444,946,100 00	6,656,411 00	15.50
68–69	493,573,700 00	5,884,829 00	12.30
69–70	549,511,600 00	7,279,324 00	13.70
70–71	584,089,400 00	7,703,087 00	15.30

The valuation is about double what it was ten years ago. The tax is more than three times what it was then. The rate is two-thirds higher than it is then. It was generally believed, too, that real estate is valued higher, for purposes of taxation, in proportion to its saleable value, than formerly.

I have been furnished from the Assessor's office with a list of the holders of vacant land in East Boston, and I have taken from that list a smaller one, showing all who hold upwards of 100,000 feet, which I will put in.

Holders of Vacant Land above 100,000 *Feet.*

	Feet.	Valuation.
Alsop, Joseph W.	143,700	$15,800
Adams, Nathaniel	100,000	15.000
*Bowker, Albert	172,498	15,300
*Blaney, David H.	119,500	8,100
Crowley, Daniel, "Heirs"	161,250	25,600
Davenport & Stickney, "Tr's"	154,608	10,800
East Boston Company,	2,512,823	105,100
Gerard, James W. and J. N. Platt, "Tr's"	182,300	45,800
*Googins, Mark	183,042	16,400
*Googins, Mark, and Albert Bowker	120,000	3,600
Hammatt, Barnabas	158,000	9,300
Jeffries, John	115,830	14,900
Oliver, Francis J., "Heirs"	284,600	33,200
Preston, Jonathan	120,000	1,400
Rice, Edwin	116,057	13,400
Sumner, William H., "Heirs"	457,084	10,800
* Residents of East Boston.		

Of this list, it appears by the Directory that only three men, Messrs. Bowker, Blaney, and Googins, are residents of East Boston. By far the largest owner is the East Boston Company a list of the stockholders of which I have here. There are but 323 shares, out of 20,000, owned in East Boston. Nearly half are owned out of the State, and nearly one-sixth are owned by one gentleman in Boston, who is, I think, among the petitioners for free ferries.

LIST OF STOCK-HOLDERS IN EAST BOSTON COMPANY.

Names.	Residence.	No. of Shares,
Allen, William H.	Boston,	25
Alsop, Mary O.	New York,	77
Allen, S. S.	Boston,	60
Alsop, J. W., "Trustee,"	New York,	65
Appleton, Jane W.	Boston,	20
Arnold, Charles,	"	100
Belden, C. & G.	New York,	44
Belden, C. & Co.	"	12
Belden, M. & A.	"	28
Brigham, Nathaniel,	Boston, care Lewis Rice,	60
Brigham, N. Marie,	" " "	20
Boyden, Uriah A.	"	300
Blanchard, Edward,	"	283

List of Stock-Holders in East Boston Company, (continued.)

Names.	Residence.	No. of Shares.
Breed, Richard F., est. W. G. Russell,	Boston,	150
Beck, W., "Trustee,"	"	10
Barston, W. C., estate of,	New York,	14
Brooks, George M.	Concord, Mass.,	25
Brown, C. Allen,	Boston,	528
Bradley, W. H.	"	50
Brown, A. G. jr.	Cambridge,	240
Briggs, Merrill & Edwards, "Ex'rs,"	Boston,	50
Bartlett, J. T.	"	410
Carrick, Robert,	Paterson, N. J.,	153
Codman, John,	Boston,	100
Cushing, H. P.	"	250
Clapp, E.	Quincy,	25
Cushing, Nathan,	Boston,	62
Chase, C. G.	"	180
Colby, Gardner,	Newton,	436
Coe, James A.	Boston,	100
Delafield, Rufus K.	New York,	10
Delano, J. C.	New Bedford,	25
Dyer, George G.	Plymouth,	20
Danforth, Allen,	"	75
Dyer, Mary A. B.	"	29
Dabney, Susan H. care C. W. D.	West Roxbury.	142
Dickinson, John,	Watertown,	150
Depiez, H. I.	Nantucket,	25
Dewey, Frances H.	Worcester.	200
Dresser, Jacob A.	Boston,	124
Dexter, F. G.	Beverly,	200
Dean, E. W.	Boston,	200
Davis, T. W.	"	15
Dewing, B. H.	North Chelsea,	50
Deland Edward F.	Boston,	210
Emerson, George B.	"	100
Eastburn, John H.	Roxbury,	100
Esty, C. C.	Framingham,	2
Emery, James W.	Cambridge,	100
Foster, Isaac,	North Andover,	10
Ferry Company, East Boston,	Boston,	7
Felton, John S.	Salem,	110
Fowle, S. L.	East Boston,	63
Fletcher, Elbridge E.	" "	100
Flarlow John S.	Newton,	683
F etcher, Mrs. M. B.	East Boston,	52
Farrar, J. H.	West Roxbury,	200
French, John L.	Randolph,	100
Fiske, J. N., care D. Gay, Springfield,	Boston,	50
Glover, Albert,	"	100
Green, S. S.	East Cambridge,	25
Gilbert, Mary,	Boston,	100
Gerard, J. W. & E.	New York,	65
Guild, Jr., Chester,	Boston,	350
Gove, N. B.	"	305
Hills, George T., "Estate,"	Newtonville,	25
Hill, Timothy D.	Belmont,	159
Hayden, William A.	Boston,	4

List of Stock-Holders in East Boston Company, (continued.)

Names.	Residence.	No. of Shares.
Homer, O. M.	Somerville,	7
Homer, L. Agnes	Boston,	1
Homer, Jr., William F.	Belmont,	1
Homer, H. Holly,	"	1
Howland, David,	West Newton,	100
Hall, Thomas B.	Brookline,	35
Hayes, Martin,	Boston,	13
Hadaway, John T.	"	20
Ireson, Joseph,	"	150
Johnson, Isaac,	Northampton,	110
Kilham, A. D.	Beverly,	50
Kilham, C. H.	"	1
Kemball, Henry T.	Boston,	15
Keyes, John S.	Concord,	100
Lamson, Benjamin,	East Boston,	6
Lamson, A. W.	Dedham,	10
Lee, Samuel S.	Beverly,	20
Lynde, S. S.	Everett,	600
Moulton, Joseph,	Newburyport,	90
Mitchell, Nahum,	Medford,	15
McPhearson, E. M.	Malden,	15
Macy, George N.	West Roxbury,	100
Moody, Charles E.	Cambridgeport,	600
Noble, John,	East Boston,	2
Nichols, Henry O.	Boston,	100
Oliver, Miss C. A.	New York,	142
Penneman, George, "Trustee,"	Milton,	2
Peck, A. G.	Arlington,	245
Palmer, Mrs. L. C.	Saco, Me.	100
Peck, A. G. "Trustee,"	Arlington,	350
Perkins, N. B.	Salem,	40
Pearce, John,	West Roxbury,	200
Peirce, H. Silas,	Boston,	160
Parsons, S.	Newton,	75
Peirce, Silas,	Boston,	2,796
Rice, Lewis,	"	25
Russell, T. H. "Trustee,"	"	150
Rogers, W. Sanford,	"	350
Rose, John L.	New York,	505
Read, Charles A.	Newton,	400
Ross, M. Denman,	West Roxbury,	324
Stone, John O.	New York,	100
Stone, Henry O.	Salem,	120
Strong, Woodbridge, E. F. Hodges, Esq.	Boston,	8
Stoddard, J. N.	Plymouth,	25
Safford, Nathaniel F.	Dorcester,	170
Sampson, Hannah B.	Plymouth,	23
Sampson, Sarah T. B.	"	33
Stone, Robert,	Salem,	100
Shute, J. M.	Somerville,	50
Scudder, Charles W.	Boston,	485
Saunders, C. H.	Cambridge,	25
Sargent, Charles W.	Concord, N. H.	100
Safford, Nathaniel Morton,	Dorchester,	10

List of Stock-Holders in East Boston Company, (continued.)

Names.	Residence.	Number of Shares.
Silver, William,	Salem,	25
Stetson, A. W.	Braintree,	605
Sampson, A. & G. T.	East Boston,	100
Tuttle, T. W.	Dorchester,	25
Tracy, F. U.	Boston,	100
Tappan, John G.	"	150
Tompkins, Orlando,	"	200
Thayer, B. W.	"	75
Turner, N. D., "Trustee"	"	210
Turner, Alfred R.	Malden,	2
Thorndike, W. H.	Boston,	10
Thorndike, G. L.	Salem,	9
Thorndike, C. J.	"	100
Tremere, Jr. Benjamin B.	Boston,	8
Valley, Bank,	Hillsboro' Bridge, N. H	600
Veazier, Jos. A., "Trustee,"	Boston,	10
Wellington, A. A.	"	5
Wheildon, W. W.	Concord,	7
Woolson, James A.	Boston,	20
Withington, Elizabeth,	Newburyport,	10
Wheelwright, A. C.	Boston,	50
Williams, Henry W.	"	27
Wiggin, Mrs. R. C.	"	10
Williams, Aaron D.	West Roxbury,	5
West, B. A.	Salem,	200

I have also here a list of the wharf owners in East Boston, which I will put in:—

PERSONS AND CORPORATIONS OWNING WHARF PROPERTY IN EAST BOSTON.

Adams, Edwin F.
Adams, Edwin F. et als, "Trustees"
Atlantic Works.

British & No. American Steam Packet Co.
Barstow, William C. "Heirs."
Bowker, Albert.
Bowman, Sylvester.
Brown & Lovell.
Boston Dye Wood & Chemical Co.
Boston Milling Co.

Clark Albert P.
Carlton, John K.
City of Boston.
Central Square Wharf Co.

Crosby, Alonzo, "Heirs."
Crocker, Matthias.
Curtis, Paul.
Crowley, Daniel, "Heirs."

Dillaway, William.
Darton, William.
Davenport & Stickney, "Trustees"

East Boston Dry Dock Co., Howes & Nickerson.
Edmands, J. Wiley.
East Boston Co.
East Boston Gas Co.

Gove, Abiel.
Googins, Mark.

Hall, Samuel, "Estate."
Humphrey, Willard J.
Homer, William F.

Jeffries, John, Jr.
Jewett & Pitcher.
Jones, Henry.

Kelley, Daniel D. & others.
Kendrick, William A.

Lyon, John E.
Lyman & Russell, "Trustees."

Maynard, James A.
Maverick Wharf Co.
McKay, Donald.

Nickerson Wharf Co.
National Dock & Warehouse Co.
Nickerson, Amasa.
Nickerson & Co.

Plummer, George H.

Pigeon, Henry.
Pigeon & Poole.

Raymond, Samuel.
Rand, Edward S.

Simpson Dry Dock Co.
Smith, James.
Shaw, Quincy A. "Trustee."
Sterling, John M.
Sturtevant, William L.

Tyler & Sweetser, "Trustees."

Ward, Edward A.
Willard, Zabdiel A.
Weeks, Ebenezer.
Weeks, John S.
Woolley, Charles.
Wilkinson, Carter & Co.

Young, George E.

I find, also, from the Police Report of 1871, that there are 4,834 families in East Boston. And I find from the figures given by the Assessors that the number of persons owning houses in East Boston, and occupying them, is 931; which leaves the probable number of families paying rent, 3,903, or about four-fifths of the entire number of families. The number of dwelling-houses, I find from the Assessor's books to be 2,740, of which 931 are owned by the occupants, and 1,809 are, therefore, left to be occupied by lessees. The population, according to the Chief of Police, is 25,575. Length of streets, 35½ miles. Number of school-houses, 11.

I call the attention of the Committee to the statistical statement in the report of the N. Y. Commissioners for the revision of the laws in relation to the collection of taxes, p. 9, in which the taxation *per capita* of the cities of New York, Brooklyn, Albany, Montreal, Troy, Boston, Philadelphia, Cincinnati, Chicago, Hartford, Providence, Springfield, Lowell Worcester, Lynn, and Buffalo are compared, and from which

it appears that the taxation of Boston *per capita* is $36.10, much the highest in the whole list. As the result of this comparison, and of further comparisons with European cities, the Commissioners say: "It thus appears from the above statement, that with the exception possibly of Paris, the U. S. as a whole, the State of Massachusetts and the City of Boston take precedence over all the governments and communities in the civilized world, in respect to the extent and weight of their taxation; and it may be further noted in respect to Massachusetts and Boston, that, notwithstanding the comparative magnitude of their taxation, the annual aggregate of receipts from the same have not been sufficient, of late years, to prevent an annual increment of both the State and Municipal indebtedness."

Mr. SWEETSER. Have you any statistics in regard to the wharf owners? Have you ascertained where they belong?

Mr. PUTNAM. No, I don't think I have. The directory will tell you whether they reside in Boston or not, so far as the individuals are concerned. Some of them are corporations. The East Boston Dry Dock Co., the National Dock and Warehouse Co., the Central Square Wharf Co., the Cunard Steamship Co., — there are quite a number of corporations. I presume the Assessors can easily furnish the information you wish.

Here are the expenses of the Metropolitan R. R. Co. on the paving and repair of tracks, from the Reports of the Directors:

1866	$24,791 96
1867	24,094 30
1868	42,567 71
1869	55,888 75

TESTIMONY OF SAMUEL A. WAY.

Q. (By Mr. PUTNAM.) You have been for many years a large real estate owner in Boston, have you not?

A. I have.

Q. I don't know but you are among the largest; how is that?

A. Well, I have about $1,000,000 worth, I believe.

Q. I just stated as a matter which I suppose is notorious, and I will ask you whether I am right, that the valuation for the purposes of taxation of property in Boston, as compared with its market value, has increased of late years, say in the last ten?

A. It has; that is, the Assessors have generally understood and stated to me in conversation that they have found the rate of taxation to be so high as to make it necessary to increase the value of the property.

Q. Then, Mr. Way, a comparison between the valuation and the taxation of the present year, and the valuation and taxation of 1860 and 1861, for example, would not show the true difference in the rates, would it?

A. No, sir; I don't think it would. I think there would be very near twenty-five per cent difference. I think, to make the rate correspond with the valuation at that time, there should be an increase of twenty-five per cent on the amount, or very nearly that. It used to be, fifteen or twenty years ago, when they were taxing property, that they would equalize it as near as possible, and it was very seldom that a piece of property was taxed more than two-thirds what it was worth. Now, in many instances, to my knowledge, within the last year or two, they have taxed up to the full value of the property. I have known several instances.

Q. Have you known of instances where they have put on valuations that they have been obliged to reduce afterwards?

A. Well, I have got them reduced in some instances, but I found it a very difficult matter to do so. There seems to have

been an increase to equalize it in the neighborhood round me; and when I have gone to them and attempted to get a reduction of the taxes, the answer has been, "Well, we haven't taxed your property any more than Mr. So-and-so's, and Mr. So-and-so's real estate in your neighborhood."

Q. Then you haven't been successful?

A. No, sir. The whole taxation seems to be so very high that I don't know as they have taxed me any more than they have those in my immediate neighborhood. In some instances, I have got a small abatement.

Q Mr. Way, have you been in the habit of leasing real estate a great deal?

A. I have, sir.

Q. Have you a large number of tenants?

A. I have some three or four hundred tenants.

Q. And for how long have you had a large number of tenants?

A. Well, twenty years.

Q. I will ask you, Mr. Way, how in your judgment the freeing of the ferries will affect that class of the population of East Boston which consists of tenants and small householders, and how it will affect the owners of real estate, unimproved and otherwise?

A. It will make the rich richer, and the poor poorer. I think that every man that owns a piece of real estate, and leases it, will get more increase in the value of his real estate than the tenants will save in ferriage. And I think that if I owned a piece of real estate in East Boston, say a piece of property worth $5,000, the expense of the ferries on that piece of property being $50, I should compute that into the valuation.

Say, take the money at eight per cent, it would be an increase in value of $600 on the property. I should undoubtedly expect to get an additional rent, equivalent to a thousand dollars, on the valuation of the property; and I have no doubt that within

the next year that will be the result. I cannot see, myself, where the masses of the poorer classes of the people will reap any benefit. It seems, by the statistics shown here, that the great majority of the occupants of tenements in East Boston are tenants, and I cannot see how they can be benefited. On the other hand, I think the result will be that the rents will be more than enough, and larger, to counterbalance what they save on the ferries, and that the great amount of additional travel will increase the rents more than the benefit that will be received from making the ferries free, and the people will be subjected to great inconvenience which they are not now subjected to. The making of the ferries free, would bring a large amount of travel that now goes across the Chelsea ferry and Chelsea bridge, and will throw a great portion of it into East Boston; and, unless the facilities are very much increased, there will be a great amount of inconvenience. All parties will be dissatisfied.

Q. How about the vacant land?

A. It must increase in value very much. It will increase every particle of land in East Boston. Every man that owns a foot of land, or has a lease with any length of time to run, is going to be benefited by it. But as for the masses, who are not interested directly or indirectly in real estate, or do not own stock in the East Boston ferry, I don't see how they can be benefited. I think they will be made poorer.

Q. How about the smaller householders, sir? Will the increase of taxes, in your judgment, counterbalance any advantages to be gained by freeing the ferries? How much will freeing the ferries increase their expenses?

A. It will be a very small moiety, compared with the amount of the increase in value of their property.

Q. I am looking at annual expense, comparing what they gain in ferriage with what they lose in extra taxes?

A. If I understand you right, the additional increase of one

per cent, or half of one per cent a year on valuation, would be very little, compared with the additional increase of the real estate.

Q. I want to compare the increased taxes they would have to pay with the saving they would make in ferriage. Of course, everybody knows that their real estate would be worth more.

A. Supposing a man owns a house that is worth $2,000, and the valuation is $2,000. Well, he may be taxed $10 extra on that; but at the same time he would be gainer by the ferriage more than that. But if you take the increased valuation of the property, he would be the gainer three-fold. I cannot see that any other class of people is to be benefited by it; on the contrary, I should suppose that they would be rather inconvenienced by having the ferries free, except, as I have first stated, those who are the owners or are interested directly or indirectly in real estate. That seems to be where the great gain is to be. The travel must necessarily very much increase over the ferries, and the facilities must be very much increased, unless the East Boston people are to be subject to a very great inconvenience.

Q. Are you one of the petitioners for this hearing, Mr. Way?

A. I think I am; but I don't know.

Q. Well, if you are not, will you please to state what your views are about the expediency of having free ferries. If you are not one of the petitioners I should like to know them.

A. I don't remember how I stand in regard to that. I have been away from the city. I think I was absent at the time this movement was made.

Q. Please state what your views are, then.

A. My view is this: that it is one of the most infamous wrongs that ever was attempted to be perpetrated upon the community. I cannot for a moment see how any honorable man could have voted for making the ferries free. I don't see

why, if they do, they should not vote to bring the people of Dorchester into the city free of expense. I should think the next move would be to bring Roxbury and Dorchester people, and everybody, into State street free of expense in the horse-cars.

It seems to be on the same principle. Everybody who originally purchased land in East Boston, purchased it with the knowledge that East Boston was an island, and that there would be the expense of getting from there to the city proper; and I don't think that the same distance can be made in the horse-cars that can be made in the ferry-boat for the same amount of money. A man that owns an estate in Roxbury or at the South End, wants to get into State street; it costs him, to ride the same distance in the horse-cars, more than to go the same distance on the ferry. It don't seem to be any hardship on the East Boston people that they have to contribute to getting to the centre of Boston, any more than for the people of Dorchester, Roxbury and the South End.

Q. (By Mr. SWEETSER.) Mr. Way, were you against the freeing of Charlestown and Warren bridges?

A. I don't remember, sir; I don't think my attention was ever particularly drawn to it.

Q. If the question was a new one, you would be, wouldn't you?

A. Well, I think it very probable I should, sir. I think that the bridges should be free, because I consider that a very different thing from freeing these ferries.

Q. Why?

A. Because it is a very small moiety of expense. The bridges are supported by the two cities, as I understand, and it is a very trifling matter.

Q. Well, it is a mere question of comparative expense?

A. Well, the comparative expense of one, perhaps, is a mill on your taxation, and the other might be —

Q. Two mills?

A. One or two per cent. So slight, sir, that I don't think it will bear any comparison to it. If East Boston could be reached by a bridge, at a moderate expense, or by a tunnel, why, then, possibly, I might favor that. I should be in favor of being very liberal in any case of the kind.

Q. It is a mere question of expense, isn't it?

A. No; it stands somewhat different. In East Boston it was known or supposed by everybody who located and bought land there, that they bought it subject to the tax to get from East Boston to the city.

Q. It was the same in South Boston, wasn't it?

A. No, sir. The distance is so slight that it might naturally have been supposed that a bridge would be built there.

Q. The Broadway bridge will cost about a million. Weren't you opposed to that?

A. It is a very extraordinary expense.

Q. Were you not opposed to it?

A. I was in Europe when the thing was got up.

Q. You would have been opposed to it, if you had been here?

A. Yes, sir; I think I should. I think it is an abominable expense.

Q. How much have the rents of your tenement-houses increased within ten years?

A. Well, I should think 25 per cent, if not 50. I have not been able to get the enormous rents that some landlords have got.

Q. You don't think it is 50 per cent?

A. No, sir.

Q. By as much as your rents have increased, whether it is 25 or 50 per cent, by as much as your tenants have paid that increase, have they become poorer?

A. It is necessary to increase the rents in some respects;

because I pay all my taxes. Consequently it has been a matter of necessity to increase the rents somewhat, to make them equal to what they were several years ago, on account of the increase in taxes.

Q. Of course, increase of value would justify you in making increase of rents. My question is, by as much as you have increased your rents to tenants, have they become so much the poorer?

A. No, sir; I don't think they have, because wages have increased.

Q. Why, if poor people who hire houses in Boston proper, and have their rents increased twenty-five per cent can stand it, should the same class of people in East Boston grow so much the poorer?

A. The answer to that, sir, is simply this: the increase in Boston has been a natural increase, without any important changes made; but at East Boston the freeing of the ferries is an entirely different thing; it is an important matter.

Q. It's natural, isn't?

A. Unnatural.

Q. Unnatural?

A. Yes, unnatural. It is something very extraordinary. There has nothing ever occurred in Boston of so extraordinary a character, that would not have such a tendency to increase the rents as the freeing of the ferries would have. That is what I mean to say.

Q. Would the fact that there were free ferries between East Boston and Boston proper, be a more unnatural or unusual thing than the fact that there has been an increase of the rents in Boston in consequence of the results of the war?

A. Well, sir, East Boston has the same benefit that Boston has from the results of the war.

Q. Would one be any more natural or unnatural than the other?

A. What has occurred already East Boston has had the benefit of, as well as Boston; consequently, the rents bear the same ratio, probably, to the valuation of the property in East Boston that they do in Boston. Should so extraordinary a thing occur to Dorchester or Roxbury, as for the city to furnish horse-cars to bring the people into the city and land them at State street, free of expense, that would make an unnatural increase of property, an extraordinary increase of property. It would affect Dorchester and Roxbury the same as the free ferries would affect East Boston.

Q. It has been stated here by Mr. Putnam, that a third of the occupiers of the houses in East Boston are householders; they own their own houses?

A. Yes, sir.

Q. And you say that in your judgment the freeing of the ferries will increase the value of the property of that third at least twenty-five per cent?

A. No, sir; I don't say so.

Q. Well, I understood you to say so. Haven't you stated any percentage?

A. No, sir.

Q. You said that it would increase the rent twenty-five per cent?

A. No, sir; I haven't said that.

Q. What was it you said?

A. I said that rents had increased from twenty-five to fifty per cent. I said that the increase would be like this: if I owned a house there of the valuation of $5.000, and the ferry tax was $50 a year, I should consider that property would increase in value, capitalizing it, say $600 a year, and I should probably get a rent equivalent to an increase of $1,000 a year.

Q. I understood you to say, in some way or other, perhaps

by way of illustration, that you thought real estate would increase about 25 per cent.

A. I haven't said anything of the kind; I don't think so, and consequently I don't think I have said so. I think there would be quite an increase in the value of the property, as much as the capitalization of the amount of the ferry tax.

Q. Don't you think it will be more?

A. Well, yes; I think that the natural tendency will be to get an increase of the number of tenants, and increase the value of the property.

Q. It would increase the value of real estate, wouldn't it?

A. Yes, sir.

Q. It would increase the value, the actual selling value, of the property of a third of the people, who occupy houses in East Boston?

A. It would increase the value of every piece of real estate in East Boston. If a man occupies a house valued now at $5,000, and he finds that it will bring $6,000 in consequence of freeing the ferries, he will sell it, and get his extra thousand dollars.

Q. Do you think that any cause that would increase the value of the property of a third of the men in a town or city would fail in some way to better the condition of the general population?

A. I do, sir. I think in this case —

Q. (Interrupting.) I don't speak of this case. There is nothing peculiar about this case, is there?

A. I think there is something very peculiar. There is where you and I disagree. I think it is a very extraordinary case; I think it is the most extraordinary thing perhaps that I ever read of; I don't know that I ever read of anything so very extraordinary.

Q. Let me put it in another form. The greater the percentage of rich men that you have in a city, the poorer the rest of the population are: is that so?

A. No, sir; I don't mean to say so.

Q. Why, isn't that your proposition?

A. I have stated to you wherein I think that the poorer classes would be made poorer; it will have a tendency to increase their rents, and the inconveniences connected with crossing the ferry will be greater than they are now; and the increase in rents will be more than the cost of ferriage to them.

Q. It won't increase anything else. The facilities for getting anything will not be increased?

A. I don't see that they will be. I think, on the contrary, they will diminish.

Q. The increase in the value of the property will not increase the prosperity of part of the town, generally?

A. I don't think it is going to operate in that way.

Q. It usually does, don't it?

A. It might, under certain circumstances; but this is an exception, I think, to anything that was ever known.

Q. Well, let us see. I suppose you were opposed to the annexation of Roxbury?

A. No, sir.

Q. Why not?

A. Because I was in favor of connecting it, politically, with our city.

Q. It increased taxation?

A. I should have been opposed to it on the mere question of taxation; but, politically, I was in favor of it.

Q. Why?

A. I lived in Roxbury, and had a large amount of property there.

Q. Did you live there at the time of annexation?

A. I did, sir.

Q. You had a large amount of property there?

A. I did, sir.

Q. Then you were in favor of annexation because you lived there, and had a large amount of property there?

A. I was in favor of it for this reason, that we had one of the meanest city governments on the face of the earth; they were too mean and contemptible to widen the streets, or do anything for the benefit of the people; and I was in favor of doing almost anything to get rid of them.

Q. Didn't the fact that you had a large amount of property have anything to do with it?

A. No, I don't think it affected my opinion to the extent of fourpence. It was a question of getting rid of that city government, and getting in a city government that would make some necessary improvements; and then, politically, I was in favor of annexing some of the good citizens there to Boston.

Q. Haven't you been complaining of the city government of Boston, for their expenditures, ever since?

A. I don't think I have. If the question is asked me whether I think they have been extravagant or not, I might answer that I don't think I have been one of the grumblers, — all the time making complaints.

Q. Don't you think they have been too lavish in their expenditures, and haven't you thought that they have laid out too much money in Roxbury, ever since annexation took place?

A. I don't know that I have. I think I am in favor of a liberal expenditure for necessary improvements.

Q. They have laid out in improving and in general expenses double, perhaps, what they have received from it in taxation; have you found any fault with that?

A. No, I don't think I have.

Q. You still have property there?

A. Yes, sir.

Q. It has increased in value?

A. Well, you can sell it for more.

Q. You generally consider property is worth what it will sell for in the market?

A. It has increased in value because it has given us

Cochituate water, and we have a more liberal system of widening streets, and making other necessary improvements.

. Somehow or other annexation increases the value of property, even if you don't have water and gas?

A. I have no doubt that annexation would have a tendency to increase the value of property almost anywhere.

. If you owned 200,000 feet of land over there in East Boston, very likely that might, in some way, balance the taxation, and you might look on this matter in a different light?

A. No, sir. If I owned half of East Boston, and could have the ferries free, by saying I thought they ought to be, I would, as an honest man, sacrifice all my interests in my property there, rather than say it. I wouldn't allow my interests to cause me to perpetuate so great a wrong as I think the freeing of the East Boston ferries would be.

Q. If a pretty large section of people were to be benefited by free ferries, don't you think, by any process, you could bring yourself to think it would be better for them?

A. My opinion is just the contrary. If I thought free ferries ought to be, and were right and proper, and just to the citizens of Boston, why, then, I might favor it.

Q. How would it affect your rents, the rents of your houses here? Would it cause more buildings to be put up?

A. I don't think it would affect them materially. It probably would have a tendency to increase the taxation. It would affect the tenants in that way, very likely.

Q. Would it increase your rents?

A. No, sir; it wouldn't be likely to increase the rents. Perhaps the taxes would be higher, and I might have to charge more rent to offset them. I am very well satisfied with my rents as they are now, and let well enough alone; but if I should have to pay additional taxes, by making the ferries to East Boston free, or bringing in the people of Dorchester and Roxbury free of expense, why, then, I might have to increase my rents.

Q. (By Mr. PUTNAM.) Mr. Way, how large a proportion of your real estate is in Roxbury, as compared with what you have in Boston?

A Perhaps a tenth part; not a tenth part, a twentieth.

Q. (By Mr. BARNES.) You have said that if the ferries were made free, in answer to a question, what would be the effect on the small householders, as compared with real estate holders, that it would be to make the poor man poorer and the rich man richer?

A. Yes, sir.

Q. Suppose, for instance, the city, instead of freeing the ferries, should double the present rate of tolls; what then would be the effect upon tenants and small householders, as compared with their present condition?

A. I think the immediate effect of it would be to affect the poorer classes unfavorably; but the result would be, it would come back on the real estate holders.

Q. What would be the effect upon tenants and small householders, as compared with the more wealthy portion of the community, if the ferries were removed entirely?

A. The immediate result would be to affect unfavorably the poorer classes of the people; but it would equalize itself in time; they would leave East Boston and move over to the city. It would diminish the value of real estate, of course. I was going to remark, that whatever the facilities may be, more or less, it would inevitably affect real estate.

Q. (By Mr. SMITH, of Ward 10.) I would like to ask Mr. Way, before he leaves, whether taking off the Eastern Railroad from here to Salem would not affect real estate in Salem unfavorably?

A. I think it would naturally have a tendency that way.

TESTIMONY OF JOHN A. NOWELL.

Q. (By Mr. PUTNAM.) Mr. Nowell, you are an old resident of Boston, are you not?

A. I have been here thirty odd years, sir.

Q. You have lived a considerable part of the time down at the North End, haven't you?

A. Most of my time.

Q. And your place of business is there now?

A. Yes, sir; on Blackstone street.

Q. Are you one of the remonstrants against free ferries?

A. I believe I have signed no remonstrance. I am one of the remonstrants, however.

Q. Well, sir, will you state your views, and your reason for remonstrating against it?

A. Well, many of my views have been very well presented by the last witness. I concur, in the main, with all of the statements that he made. I should, however, perhaps, make a little addition to one statement in relation to the small real estate owners who occupy their own houses at East Boston. I don't believe that they are going to be benefited by freeing the ferries as much as they are going to be injured by an increase of taxation. I believe the amount of ferriage that they pay, naturally, is less than the taxes would be upon the increased value of their property. I should differ a trifle from the last witness in that particular. There is one other reason why I am opposed to freeing the ferries, and that has relation to the question of wharfage. I believe that wharf property at East Boston would be more directly benefited than any other kind of property — corporation property.

For instance, the sugar-house property and the East Boston railroad property, and all wharf property, would be increased in value to the detriment of wharf property in the city proper. For instance; take Boston wharf, where a large proportion of the

sugar and molasses that is imported into Boston and Charlestown is landed; I suppose nine-tenths of it is landed at Boston wharf. If you should free these ferries, a considerable portion of that sort of merchandize would be landed at East Boston, where the wharves are very good, and the water is deep and convenient, to the detriment of wharves in the city proper and South Boston, because the trucking would be more convenient for the entire West India goods dealers. Taking the mass, it would be very much easier from East Boston, from the fact that the teams would have to draw their loads but a very short distance, especially as I understood the project is already in contemplation of having an additional ferry at the foot of Long wharf, or near there; but I hope that we shall not be subjected to that expense.

I don't intend to borrow any trouble, for I think there is plenty before us in the question of freeing the ferries. I think that this freeing of the ferries is an injustice; that if the property in East Boston were to be benefited twenty times over what I think it will be, the injustice done to the masses of the people of this city would be so great that the subject ought not to be considered for a moment; because every person who has bought property at East Boston, has bought it knowing what the property is, and what it is expected to be; they have accepted the situation; and for them to come here and ask the city to pay the expense of ferrying them from the city proper, home, is to me an unreasonable request; and it seems to me that if that request were acceded to, it would be doing an injustice to the people and the tax-payers of Boston that no man or party has a right to do. On that ground, I am an opponent of free ferries.

The additional expense can be as well calculated by every man of the Committee as by myself. It must be obvious to every one, that we have got to furnish ferriage for a considerable proportion of Essex County, at an expense which, as I have

said, any gentleman upon the Committee can calculate as well as I can. I do not see a single redeeming feature in the project, not one, that is not offset ten times over by the injustice that would be done to the city in general.

These, in brief, are my views upon the subject of free ferries. I am not to be benefited or injured very much either way. I think, perhaps, that the benefit accruing to me in the matter of trucking, for years to come, might be worth as much as all the increase of taxation that I should be subjected to, unless I have more property than I have at the present time.

I have not a very large amount of taxable property in the city of Boston, so that I do not think my opinion is made up upon any pecuniary injury that is going to accrue to me, or anything of that sort. I look upon it as a question that ought to be considered in point of justice to the community. We have no right to do a good thing for ten men and injure a hundred by doing the good thing for ten. If we can do the good thing for the ten, we are in duty bound to do it, if we don't injure anybody else; but to injure a hundred men in order to do a good thing for one, is something, in my judgment, that we have no right to do.

Mr. PUTNAM. I wish to call the attention of the Committee to an old edition of the City Ordinances, 1863, p. 67, which contains a much fuller history of the bridges leading out of Boston than is to be found in the more recent editions.

I wish to call attention to the fact, that all these bridges, with but a single exception, besides the Broadway bridge, — and I am not sure that that is an exception, — were largely, some of them entirely built by private funds, and given to the city, which is at the expense only of keeping them in repair. The bridges on Charles River were supported by tolls during a period of years, and not only supported, but a fund accumulated, the interest of which was supposed, at any rate, to be sufficient to keep them in repair.

On motion of Mr. WINCH, the Committee reconsidered the vote passed at the last meeting, to hold only one session a week, and that when the Committee adjourn, it be to 7½ o'clock on Friday evening.

On motion of Mr. NOYES, the Committee then adjourned.

FIFTH HEARING.

MONDAY, MAY 1, 1871.

In the absence of the regular Chairman, the Clerk called the committee to order, and Mr. Smith, of Ward 10, was chosen Chairman, *pro tempore.*

The Chairman stated that the following petitions in favor of free ferries had been referred to the committee, namely: Of Franklin Haven, Nathaniel Adams, Gardner Colby, M. Field Fowler and 48 others; Edwin Grant, J. W. Sherman and 41 others; D. L. Gray, R. Bradshaw and 38 others; W. H. Halliday & Co., Thomas Strahan & Son, and 41 others; George F. Simpson, James McCormick and 35 others; John Graham, David Coleman and 39 others; H. Cummiskey, W. C. Frost and 38 others; Samuel Tilton, Edward W. Pear & Co., and 44 others; N. P. Kemp, Rufus Estabrook and 45 others; A. Rood, E. H. Stephens and 41 others; Paul Curtis, J. Wiley Edmands, Wm. E. Coffin & Co., May, Nash & Winslow, Edward F. Porter, Samuel Hall, National Dock & Warehouse Company, Atlantic Works and 71 others; Daniel K. Ford, D. S. Rich and 40 others; George Griffin, John O'Neil and 42 others; L. D. Garrison, Crosby, Morse & Foss, and 41 others; John M. Parks, Walter Jones and 35 others; Neil Kennedy, A. M. Giles and 44 others; Patrick E. Martin and 39 others; Patrick H. Schiller, William Fitzgerald and 30 others; Thomas Glynn, Edward J. Gillen and 40 others; Albert Bowker, John J. Peasley & Co. and 45 others; J. S. Elliott, William Scanlan and 38 others; Joseph McAfee, Warren E. Belcher and 38 others; Alexander Devine, Michael Dolan and 33 others; Frederick Schnieder, Conrad Newman and 31 others; James Malloy, John

Gordon and 36 others; Joseph A. Veazie, D. A. Brown, Geo. Thornton and 70 others; Daniel V. Folts, J S. Davies and 40 others; E. S. Hamblin, J. C. Smith and 29 others; Joseph Marshall, George Hastings and 71 others; John Keating, John G. Abbott and 33 others.

The Chairman also submitted remonstrances from the following named persons against free ferries, which had been referred to the committee, namely: Of Page, Harding & Co., Danforth, Scudder & Co. and 41 others; J. B. Cummings, Walter G. Cotton and 43 others; James F. Edmands & Co., Harvey Scudder & Co., and 40 others; Thomas Wigglesworth, Charles H. Parker, and 46 others; Bird, Perkins, and Job, Fowle and Carroll and 38 others; James Davis, B. Sanford and 13 others; H. H. Coolidge, Alpheus Hardy, Spencer W. Richardson, and 43 others; Wm. P. Hunt, Nathaniel Cleaves and 33 others; Kidder, Peabody & Co., Brewster, Sweet & Co., and 39 others; Shepard Robbins and three others; A. M. Stetson & Co., Jordan, Lovett & Co. and 39 others; Spencer, Vila & Co., Foote and French, and 40 others.

OPENING ARGUMENT OF J. M. KEITH,

FOR THE PETITIONERS.

Mr. Chairman, and Gentlemen of the Committee:

I know not how I can introduce what I am about to say better than by imitating the example of my brother Train in his opening, and refer, briefly, to my experience in connection with these ferries.

In the beginning of the year 1868, upon the annexation of Roxbury to Boston, it was my fortune to be elected a member of the Common Council, and for two years I occupied a seat here; and in that connection became somewhat familiar with this ferry question. When I first had the honor of taking a seat here, I found, as the Magnus Apollo of this branch, my brother Train, occupying seat No. 15, and I was fortunately assigned to a seat near him, a little lower, as was fitting and proper — No. 14; and my relations with my brother Train, from that time down to the present, have been of the most pleasant and agreeable character. It is a source of grief to me that ill health detains him from the meeting this evening, as it has for two or three evenings past. I regret that he is not present, for two reasons: in the first place, on account of his sickness; and, in the second place, because I shall be under the necessity of alluding to some of the statements made by him in his opening argument, and it would certainly be more pleasant to have him present than absent, when I shall reply to his argument, as best I may.

Having been, as I say, complimented with a seat in this Council, I was placed on the Committee on Public Institutions, which required me to visit all parts of the city. Up to that time, although I had for more than twenty years had an office in Boston,

I doubt if I had been to East Boston half a dozen times during the entire period; and as East Boston was always put upon one corner of the map of Boston, so that we had but a bare glimpse of its territory, I had but a very poor idea of the facilities of getting there, of the extent of the island, or of the resources within its borders. Having to visit the public institutions, and being placed upon the committee appointed to select a site for the insane asylum, my visits became frequent to and from the island, to Winthrop, and to Chelsea, and other towns all about the city, in search of a site. I then formed certain convictions in regard to these ferries, which, whether rightfully or wrongfully, I have cherished from that time to this; so that in appearing here as the advocate of free ferries, I am not called upon, as counsel sometimes are in the advocacy of a cause, to advocate a measure which is in contravention of my own convictions of truth and propriety, or which is in contravention of my own previously expressed views and opinions. In 1869, I formed the firm conviction, that these ferries were a species of highway from one section of the city to the other; that East Boston was as much entitled to a free highway as any other Ward of the city; and that that highway should be made free, the same as every other highway within the limits of the city, or leading from the city into the country, was free; and I have never seen any reason to change the views which I then entertained upon that subject.

Now, gentlemen, for the purpose of discussing this matter fairly and considerately, let us see the exact position of East Boston in relation to the other sections of the city. If, taking this city hall as the centre, you describe an arc of three-quarters of a mile around that centre, that arc strikes across Lincoln's wharf at the People's Ferry, and into the stream beyond the old ferry, and crosses Washington street at Pleasant street. The one mile line just touches the East Boston shore, crosses Dorchester avenue at Second street, and Washington street at

Dover street. If, therefore, gentlemen, you imagine Charles River to run through the Back Bay into Fort Point channel, occupying the entire space from Pleasant street to Dover street, you have Wards 10 and 11 in precisely the same condition that East Boston is at the present time; no farther off, and under the same disabilities that East Boston now suffers. The one mile and a quarter line passes through Maverick square, in East Boston, Broadway, South Boston, between B and C streets, and Washington street at Union Park. The mile and a half line passes through Central square, East Boston, the centre of population and business in East Boston, crosses Broadway, South Boston, between E and F streets, and crosses Washington street at Franklin square and Newton street. The two-mile line crosses the East Boston reservoir, Independence square, South Boston, and the westerly border of Ward 11. The three-mile line crosses the extreme part of East Boston, Walnut street just above Bower street, in Ward 14, the westerly portion of Highland street in Ward 15, and between Old and New Heath streets. The three and a half mile line passes entirely beyond East Boston, through the centre of Breed's Island, and by Grove Hall in Ward 14.

From this we see that East Boston is no farther from city hall than South Boston, and Wards 10, 11, 12, 13, 14 and 15. Her advancement, therefore, should be in keeping with that of those Wards. But what are the facts?

In 1853, the valuation of East Boston and South Boston was almost indentical. There was only $269,900 difference in the valuation of the two Wards. The area of South Boston is 1,800 acres, — 900 acres of original upland, and 900 acres of flats; Roxbury, 2,100 acres; East Boston proper, including flats, 1,530 acres; Breed's Island, 720 acres: making a total of 2,250 acres. In 1853, as I have said, the valuation of East Boston and South Boston was about indentical. There was only $269,900 difference in the valuation of the two Wards. In

1867, the valuation of East Boston had become $12,468,200. The valuation of South Boston, including Wards 7 and 12, was $23,310,500. The valuation of Ward 11 was $24,179,600. The valuation of Roxbury was $26,551,700. See what a change three years had made — from 1867 to 1870. In 1870, the valuation of East Boston was $13,296,900; an increase of $828,600. The valuation of Ward 11 had become 38,479,400; an increase of $11,798,600. The valuation of South Boston, including the two Wards 7 and 12, was $34,791,400; an increase of $11,480,900. The valuation of Roxbury was $46,-944,600; an increase of $20,392,900.

The percentage of increase is summed up in this wise: East Boston, 4.8 per cent; Ward 11, 44 per cent; South Boston, 49 per cent; Roxbury, 76 per cent. And bear in mind, gentlemen, that these territories occupied the same relative position to the heart of the city that East Boston occupied.

There are other facts, gentlemen, showing that East Boston has not advanced as she ought to have advanced in reference to her position and her facilities. It will be found that sales of land in East Boston, on eligible sites for building purposes, have been made this spring, and within the last two weeks, at eight cents per foot; while land of the same character in South Boston and Roxbury, the same distance or farther from the city hall, has sold for from 40 to 75 cents a foot. I shall show you that land has recently been sold to the East Boston Improvement Co., to a large amount, at a price less than the sea-wall cost years and years ago. There is some good and sufficient reason why property is kept back in East Boston, while it advances with such giant strides elsewhere.

Now look a moment, gentlemen, at Breed's Island. Perhaps some gentlemen who have not been in the habit of visiting East Boston have a very inadequate idea of the position of Breed's Island. It is separated from East Boston by a creek, — not a navigable creek, but simply a creek where the tide ebbs and

flows, — and there is a solid bridge, with a sluice-way, between it and East Boston. Passing over that solid highway, over which a railroad track is laid to Winthrop, you reach the island, and then, crossing another creek, on the other side of the island, you find yourself in Winthrop. There lies Breed's Island, the heart of it within three miles and a half from the centre of Boston, virtually in the same condition that it occupied two hundred years ago, — mere farming land. As fertile land as the sun smiles upon in Massachusetts, with as beautiful sites for building purposes as can be found within the entire circuit of the State, only three miles and a half from the place where we stand; and yet, virtually, it remains in the same state in which it was two hundred years ago; mere farming land, with a farm house upon it; 304 acres of upland, 416 acres of marsh land.

And what do you suppose the valuation of those 720 acres is to-day for taxation? Why, it stands upon the Assessor's books at $101,000 for the land, and $3,500 for the buildings upon it; or $145 per acre for land within three and a half miles of the heart of Boston! And you will go out ten miles, to Dedham, or to Melrose, and all the towns around the city, and buy land for 10, 15 and 20 cents a foot; and you see land selling at Roxbury at auction, as it did a few days ago, upon the Jonathan French estate, for from 29 cents a foot, on the back streets, to 57 cents a foot upon the front streets, within the same distance that this land lies. There is some good and sufficient reason, I think, for this great mass of land, rising 160 feet high, and affording the most beautiful sites for summer residences, or residences at any season of the year in point of fact, standing there to-day at the merely nominal value of three and one third mills per foot.

Not only is this the case, but there are vast wharf properties in East Boston that were improved years ago, and made ready for shipping and manufacturing purposes, that to-day lie idle, and rotting in the sun. There are miles of other wharf prop-

erty, better than any wharf property you can point out on this side the channel, upon which no improvement whatever has been made. I ask your attention to a few statistics on this point.

The area of East Boston, as I have already stated, is fifteen hundred and thirty acres.

900 acres are made up of upland and marsh suitable for building, manufactory and wharf purposes; 630 acres are made up of flats out to the harbor line. 300 acres only are quite fully built upon, leaving 600 acres of upland to be built upon.

It is 3¼ miles from Jeffries' Point on the southeast, fronting on the deepest water, to Chelsea-street bridge, all on the deep water of the harbor, or 3½ miles with the line extended to Chelsea Creek. Of this, 1½ miles are improved and occupied; ¾ improved and not occupied, 1¼ not improved and not occupied.

The water front is 5⅓ miles on the harbor line around the Island; and of this 1½ miles are improved and occupied, ¾ of a mile improved and not occupied, 3 miles not improved and not occupied.

I say that these facts tend to show that the necessities of East Boston require free ferries. Every other avenue, as I have had occasion to remark, is free. Every other avenue has been made free at great expense. Chelsea bridge has recently been freed; and although it is not connected with the city, and does not connect the city with the country, but runs out into another county, the city has been taxed one-third of the expense of making that avenue free. The city was taxed to make Charlestown and Cambridge bridges free, and it was even taxed to free Neponset bridge, in the farthest part of Dorchester. Every other avenue, every other highway, in every direction, from the city, and in the city, is a free avenue to-day.

We shall show you, gentlemen, that the legitimate business which could be best carried on at East Boston has been largely

driven away from East Boston for the want of free ferries. We shall show you that the people who would otherwise have engaged in manufacturing business upon her wharves and upon her deep water, have been driven away because of the imposition of these tolls upon the ferries, and have gone elsewhere, — to Cambridge, Charlestown, and other places, when they would naturally have gone to East Boston, and would have done so, but for the difficulty of these ferries.

We say, in the second place, that the interests of the city proper demand free ferries. This question has been argued as if it were one affecting the interests of East Boston merely; but we maintain that it is just as important for the city proper as for East Boston, that this avenue should be made free. We have expended millions upon millions, in years past, in order to obtain facilities for communication with the West. We have built our railroads over the Green Mountains, and we have nearly tunnelled through the Green Mountains, in order that we might have the means of bringing in the immense products of the teeming fields of the West, to be shipped from Boston, because this was the nearest port to Europe; and if we could get the facilities for bringing those products here, we could ship them best from the city of Boston. But, pray, tell me where you are going to find facilities for all this commerce but at East Boston. Why, every wharf in Boston proper was long ago occupied and used; and not only that, but during the last three years, the wharf facilities in the city proper have been largely diminished. Twenty-seven acres have been taken off at one slice, for the construction of Atlantic avenue. Why, gentlemen, you have but two and a quarter miles of wharf front in the city proper, below the bridges, while East Boston has three and a half miles, with only one bridge intervening, and all of that upon deep water, while you, upon this side, have shallow water, and it is being constantly filled by the silt from the rivers, and you are obliged to dredge it out, year after year.

On the East Boston side, the current and channel do for you just what your dredging machines do on this side at great expense; and now, while you have but two miles and a quarter of wharf in the city proper, there is on the other side, ready to your hands, over three miles and a half of the best wharf property in the city. Can the city of Boston afford to ignore that property? Can they afford to say that it is only East Boston that is interested in this matter? What are you to do with the immense traffic coming from the West, unless you find an outlet for it there? Fortunately, you have just completed the Grand Junction Railroad. You have erected your elevators upon the wharves at East Boston, and now you are beginning to feel the effects of that, in the large traffic which is being transported round the city by the Grand Junction Road, to those wharves and elevators, and which, in the course of the next ten years, will make that section the busiest mart in Boston. Can the commercial interest of Boston, with only two miles and a quarter of water front below the bridges, afford to ignore all that deep water over there?

Why, gentlemen, this question is infinitely more important to the interests of Boston proper than to East Boston. There is no such thing as Boston proper going ahead and advancing as we all desire to see her advance, without having that avenue free as the air of heaven. Why, gentlemen, it is proposed that you shall excavate 900 acres of South Boston flats in order to make wharves and docks. What will it cost you? Millions upon millions of capital. But right over this channel, sixteen hundred and eighteen hundred feet from your shores, you have twenty-three feet of water, at low tide, in the shallowest part of it, with wharves already constructed, free from deposits, requiring no expense for excavation; and there is where your commerce is to find adequate facilities; there is where it is to find an outlet.

Talk about this being an East Boston question! It is pre-

eminently a Boston proper question, and not an East Boston question. True, the people of East Boston are interested in it; but they are interested in it to the extent of 30,000, while the city proper is interested to the extent of 200,000 to-day, and, in the immediate future, to the extent of 500,000.

Now, gentlemen, these ferries have already been purchased; they are owned by the city; the wharves are owned by the city; the drops and slips, and everything connected with the ferries, is owned by the city; and the only question is whether they shall be run free, or whether a tax shall be laid upon them. Well, gentlemen, so is every single street laid out in Boston owned by the city; and you might just as well undertake to discuss whether it was feasible to erect a toll-gate on every avenue that leads out of Boston, as to undertake to discuss the feasibility and propriety of imposing a toll upon this avenue. It is one of the avenues of the city. It is true that it is across a navigable stream; but being one of the avenues of the city, and being the means of communication between thirty thousand people on that side and two hundred thousand on this side, it is just as much a highway as any other in the city; and there is the same obligation on the part of the city to maintain that as a highway, as there is to maintain the other highways within her limits.

But it is said, in discussing this matter of the ferries, "Oh, there was a very large expense incurred last year — some sixty-five thousand dollars — for repairing the slips and drops, erecting new buildings, and putting the ferries in order." We shall show you the reason of this outlay, gentlemen. It was a necessary and perfectly proper expenditure, and will not need to be incurred again this year, nor next, nor for several years to come.

It is said that great delays have occurred in the passage of teams, and we shall show you how those delays have occurred, and how they can be remedied and will be remedied by remov-

ing the tolls. In the first place, there is great delay now in taking the toll; when teams pass through the gate, somebody must go round to take the toll; and although a toll-gatherer may be sent round in advance to collect the toll, the team must wait until the toll is paid, and perhaps some time spent in making change, before it can go on to the boat.

Then another cause of delay is the overloading of teams. It is an object for every teamster to get two loads on his wagon or cart instead of one, because in that way he carries two freights and pays but one toll. That induces overloading, and that overloading injures the boats and the drops, and often causes the teams to stick on the boats, producing delay in teams getting off and on, and this delays the boats in passing to and fro, and causes them to occupy much more time than they otherwise need to occupy.

Another cause of delay is the fact that people crowd upon one ferry to the neglect of the other. Although Central square, which is the centre of travel and the centre of business in East Boston, is actually nearer city hall by the new ferry than the old, people have become so habituated to coming over the old ferry that they go to it naturally, without thinking whether it is shorter or not, thus causing great delay at the old ferry, when by a proper division of the travel, a crowd would be avoided, and there would be no difficulty. We shall show you that the new ferry can easily carry one-half more passengers and teams than it now does, without any crowding, delay, or difficulty.

We shall show you that one cause of the great delays which have occurred in times past, has been done away with by the Grand Junction Railroad. Formerly, a large quantity of ship timber was brought in from the country upon the cars, and then taken upon four-wheeled trucks and carted upon the ferries, making very cumbrous teams, very destructive to the boats, and causing great delay in getting on and off. That difficulty has

been obviated by the Grand Junction Railroad, which takes all that description of freight. And not only that, but all the freight which comes from the West in bulk, now goes entirely round the city by railroad, so that the ferries are now greatly relieved from the travel that formerly obstructed them.

In the next place, we shall show you that the estimates for this year are ample for the purpose of running these ferries, and that the present equipment, with the new boat to be built this year, will be sufficient for the present and prospective wants of the community for the next five years. We shall show you, — not by mere guess-work, but by men who are competent to judge, from having had experience in these matters; — that the cost of running the ferries can be diminished by abolishing the collection of tolls. In the first place, you can save the wages of a number of men who are now engaged in collecting the tolls; and there are several other expenses which can be saved, so as to reduce very largely the expense of running the ferries in that respect. Then we shall show you that the difficulty which is now caused by the overloading of teams will be removed; because when the tolls are abolished, the motive to the overloading of teams will no longer exist; the inducement to carry two loads instead of one, ends, because they go free.

We shall show you by statistics, that the Fulton-street Ferry, between New York and Brooklyn, which is the ferry of ferries, the largest ferry in the world, between the great city of New York, with its 927,000 population, and the city of Brooklyn, with its population of nearly 400,000, with four boats, carries 50,000 passengers each way per day, together with all the teams. As I have said, we shall show you that the present equipment of the ferries, with the new boat that is to be built this year, will be amply sufficient to carry all the travel that now passes between Boston and East Boston; and not only that, but all the travel that will

be likely to pass between the two sections of the city in consequence of taking off the tolls. We do not doubt that freeing the ferries will increase the amount of travel; we hope and expect that it will; and just in proportion as it increases the amount of travel, will it increase the prosperity of the city of Boston, as well as that portion embraced within Ward One.

I proceed, in the next place, to show that the city can afford to abolish the tolls on the ferries, and that they will not thereby increase the city debt. Now, I wish to show right here, gentlemen, — for this is an important point in the consideration of this case, — that the expenditures of the city of Boston during the last three years have been of an extraordinary character; have been unusually, unprecedentedly large, such as never were incurred before, and never can be, with any judicious management, in the future; and that these necessary, inevitable expenses that have been incurred, have been provided for, also. They were necessary because of the insular position of the city of Boston. Bear in mind, gentlemen, that we began here with about six hundred acres, upon three mountains, with cow-paths all around those mountains, as best we could make them, with no expectation that Boston would be anything more than a good-sized country village. But she has grown with the years and with the centuries, until it was found that she must burst the shell in which she had been confined, and enlarge her facilities for business, and she has spent more money first and last to get land to build a city upon, than the city of Chicago need to have spent for half of her streets. That is the reason why Boston has had to incur this great expense. She did it on account of her position. She was obliged, as I said, to burst the bonds in which she was confined, if she wished to do any business at all.

Now let me call your attention to the last page of the Auditor's Exhibit for the month of April. On that last page is a *resumé* of the loans effected during the last three years; and I wish to read to you some of the prominent ones, for the purpose

of calling your attention, on this part of the case, to the reason why such outlays have been made in the city of Boston, which have caused such a hue and cry in regard to our taxation. Look at it for a moment. Here they all are on one page (City Doc. No. 25, 1871, p. 9), and all within three years, extraordinary outlays to the amount of twelve millions of dollars: —

Atlantic avenue	$1,200,000
Broadway extension	1,000,000
Chestnut Hill driveway	170,000
" " reservoir	2,450,000
Church-street District	1,175,000
Devonshire street	417,000
Fort Hill improvement	1,250,000
Girls' High and Normal School	259,600
Grammar School-house, Ward 1	115,000
" " " " 14	135,000
New Lunatic Hospital	148,000
Oliver-street loan	167,555
Water Works in Wards 13, 14 and 15,	700,983
Widening Eliot street	350,000
" Federal street	325,000
" Hanover street (1st loan)	500,000
" " " (2d loan)	820,000
" Tremont street	545,000

Now, is there a tax-payer in the city of Boston who will say that these are ordinary expenses, or who will say that these improvements should not have been made? Is there a man in this hall, or in this city, who, standing at the head of Hanover street, and looking down that broad avenue, could wish that street back to its twenty-feet width? No, sir, there is not a man in the city of Boston who would wish that that improvement had not been made. Is there a man who will stand at the corner of Boylston street, and look up Tremont street, and say

that that improvement ought not to have been made? Not a man. Will our friends from Wards 10 and 11 tell us that that loan, which is not included in this list, to the amount of two and a quarter millions, to raise Suffolk street, should not have been obtained? No, gentlemen. They may ignore East Boston, but they will say that Suffolk street must be raised, though it cost two and a quarter millions, and Church street must be raised, though it cost $1,100,000.

Every one of these improvements, I say, has been of an extraordinary character, such as will not have to be incurred again. And yet it is on account of the expenditures for these great improvements and the taxes thereby incurred, that the opponents of free ferries come here and raise such a hue and cry in regard to the taxation of the city of Boston.

But notwithstanding all these large outlays to which I have referred, the city of Boston does her business in such a way that she is not ashamed to show what she does, and here is the Auditor's Exhibit to show you that this vast sum of money has all been provided for, and so provided for that there will be no further tax required to meet it when it matures, except only the taxation necessary to pay the interest. Let us see what the Auditor says about that, in order that we may know whether we are in a bankrupt condition, and whether we can have free ferries or not; because, if we are in a bankrupt condition, we shall not ask you to put us into insolvency. What does the auditor say?

"In accordance with the terms of section 10 of said ordinance, [that is, appointing commissioners upon the sinking fund] said commissioners have decided that the present sinking funds for the redemption of the outstanding city debt, which debt amounts to $23,964,500.91, will, with their accumulations, be sufficient to meet the payment of the same at maturity; therefore that no taxation upon the said debt will be necessary, and have informed the City Council to that effect.

"The sinking funds take care of the principal of the city debt, and the interest thereon and the premium on gold, in which a part is paid, is taxed annually. The total amount asked for interest and premium, is $1,838,000.00.

"The debt sinking funds which were necessary to secure the payment of the debt as it matured, and at the same time maintain our credit in the money market, have been secured without placing too heavy a burden upon the tax-payer; and now he will enjoy the satisfaction of having secured the payment of the debt, and the alternative of being relieved of taxation when called upon to meet the necessary expenses of governing a great municipality and adopting measures to promote its future growth."

And, gentlemen, not only has the city provided for that great debt, which has been increased during the last three years for these extraordinary expenses which Boston has incurred in order to give her space, so that she could do the business that is crowding upon her from the West, — not only has the city provided for that, but the auditor informed us she has provided for free ferries as well.

"Several of the revenue items have been increased, and notwithstanding the loss of $145,000 in the revenue column, as compared with last year, on account of the recommendation of the Committee on East Boston Ferries, that no estimate be made this year for revenue from tolls on said ferries, the total amount of estimated revenue is increased $15,650."

So we have the East Boston Ferries provided for, and we have $15,000 of revenue over and above what we had last year besides.

But, gentlemen, lest I should be mistaken about this, I want to call your attention to the report of the Commissioners on the Sinking Funds, for I do not want to leave any doubt upon this question, whether or not the city of Boston has made suitable provision for every debt. The commissioners say, under date of February 27, 1871: —

"*To the Honorable City Council,* — The Board of Commis-

sioners on the Sinking Funds for the payment or redemption of the city debt, take pleasure in informing the City Council that, at a meeting held this day, after a careful consideration of the state of the Sinking Fund, placed in their hands in accordance with the terms of an ordinance in addition to the ordinance on finance, passed Dec. 24, 1870, and in compliance with the tenth section of said ordinance, it was the judgment of the commissioners that the present sinking fund with its prospective accumulations and additions is sufficient to meet the outstanding debt to which it is applicable without further taxation."

I believe I have shown that Boston is not yet in a bankrupt condition, or on the brink of bankruptcy. But notwithstanding what I have shown you, gentlemen, the opponents of free ferries have taken advantage of these large outlays to decry the measure. Indeed, the whole opposition, from the first, has been begun and carried on under the cry that the citizens of Boston are the most oppressively taxed people in the world. That was my brother Putnam's remark in his opening; that he supposed the people of Boston were the most severely taxed people in the world. It is under this theory, I say, that we are the most oppressively taxed people in the world, and that we are on the brink of bankruptcy, that these remonstrances have been gotten up, one after another, and been poured in here.

Now, I propose to show that there was never a more unfounded statement, either in figures or otherwise, than this. I shall show you that Boston is altogether the wealthiest city, in proportion to its population, in the country; I shall show you that she pays less tax upon her capital than any other first-class city in the country; and I shall further show you that she realizes more for the tax she pays, in all the conveniences and luxuries of life, than any other city in the country.

Now, all these misapprehensions arise out of a report made by Mr. Wells to the New York legislature, in which report he undertakes to state the tax paid in the different cities, *per capita.* He leaves out of the calculation the wealth of the city and the

valuation of the city, but divides the tax between the inhabitants, and calls it a *per capita* tax. On that basis, he says that Boston pays a higher tax than any other city in the country or in the world.

Now, it so happens that the only *per capita* tax that Boston pays is a poll tax of two dollars, which is almost a voluntary thing. If a man wants to vote, he pays his poll tax; if he does not care to vote, he pays no attention to his poll tax. The tax of Boston is not levied upon the heads of men; it is levied upon capital. There is where this statistician has made his grand mistake, and it is this mistake which leads him to the conclusion that the people of Boston are taxed more than any other people in the world. A man is taxed here in proportion to the amount of money he has with which to pay his tax.

Let us look at a few statistics, and see where we shall come out. I have, with a great deal of pains, prepared a table from Mr. Wells' report, the documents in the Auditor's office, and every other source to which I had access, of the population, valuation, and rate of taxation per thousand dollars, of several of the prominent cities of the United States. I wish to call attention to it, to relieve the minds of some worthy gentlemen who seem to be laboring under the delusion that we are on the brink of ruin, and I am sure you will be glad if that apprehension can be dispelled.

Names of cities.	Population.	Valuation.	Value per capita.	Tax per capita.	Rate of tax per $1,000.
New York..	927,436	$965,326,614	$1,040	$29 54	$22 70
Philadelphia	657,179	479,040,673	728	13 19	18 00
Brooklyn...	396,300	201,249,557	507	19 02	38 70
Chicago....	299,117	275,986,550	922	21 65	15 00
Cincinnati..	218,900	130,715,510	597	19 00	31 90
Boston.....	250,701	584,089,400	2,329	36 10	15 30

In regard to the rate of taxation of the city of Chicago, let me say that that is taken from Mr. Wells' report. Mr. Wells' table is taken from what is called in Chicago, the "grand levy," which does not embrace the state, county, nor town tax; nor does it embrace the tax for highways, laying out streets, or paving streets, which alone made an item of $1,800,000 in Chicago last year. It embraces only the "grand levy," which is about four millions; but the total tax in Chicago last year was nine millions. If you divide the valuation by the grand total that was raised by taxation, it will make it over thirty dollars on a thousand.

In regard to the tax in New York, I want to say, that this does not include the paving, nor sewers, nor sidewalks. A portion of the expense of sewers is paid with us by the city, and all of the paving by the city; but in New York, both the sewers and the paving is taxed upon the abutters, and there are various other items that stand in the same position. If you were to add these items to the grand total in New York, instead of being $22.70 to the $1,000, it would be over $30.00.

The tax of Boston last year was larger than usual, — larger than it ever was before, with the exception of one year during the war, when such enormous war expenses were incurred, — and larger than it will be this year. Even though the valuation should remain the same as it was last year, it was larger by one or two per cent than it will be this year.

Now, I want to draw some deductions from this statement of facts. It is apparent that Boston, while the seventh city in population, is the second only in wealth in the country. It has with its fifteen square miles of territory, more than five-ninths as much capital as the great metropolis, New York, with its 927,000 population. It has $105,048,727 more capital than Philadelphia, with its seventy square miles of territory. It has $308,102,850 more capital than Chicago. It has $372,759,843 more capital than Brooklyn. It has $443,373,890 more capital than Cincinnati. And this is the *bankrupt city!*

Now, gentlemen, it is important also to compare the wealth of the city of Boston with some of the States. I have been unable to get the statistics of all of the States; but I have here, copied from the Cincinnati *Post*, a comparison of the value of six of the Southern States with six of the Western States, in 1860 and 1870:—

	1860.	1870.
Illinois	$389,207,372	$764,787,000
Indiana	411,042,424	663,445,044
Iowa	205,166,985	308,098,165
Minnesota	32,018,773	84,160,568
Wisconsin	159,226,169	333,447,768
Ohio	959,867,101	1,512,437,888
Georgia	618,232,387	202,563,557
Louisiana	435,787,265	250,588,510
South Carolina . . .	489,319,128	174,409,491
Mississippi . . .	509,472,912	154,635,527
Tennessee	382,495,200	313,746,771
North Carolina . . .	292,297,602	132,046,391

From these figures, it appears that the city of Boston has more than five-sevenths as much capital as the entire State of Illinois, with its 55,000 square miles of territory; it has five-sixths as much capital as the entire State of Indiana, with its 33,000 square miles of territory; it has more capital than Georgia, Louisiana, and North Carolina combined; it has more capital than Tennessee and Mississippi combined.

These are some of the statistics, gentlemen, showing the position of Boston, and the position which Boston occupies in comparison with other portions of the country. I think you will be satisfied, by this time, that she is not quite bankrupt, and not in a condition to be thrown into insolvency by making the ferries to East Boston free.

There is more difficulty in getting the true statistics from other cities than in Boston, from the fact that the same system does not prevail in other cities that prevails here, and many of them are not willing to show their hand.

Now, I have to say, in the first place, that notwithstanding Boston pays less tax, in proportion to her capital, than any other first-class city in the country, she realizes more from her taxation in the conveniences, comforts and luxuries of life than any other city. Her streets are in a better condition, and more cleanly; her sewers are underground, instead of being upon the surface, as in Philadelphia, Baltimore and other cities, and she is free from the stench that accompanies surface sewerage; her schools are in better condition, as she spends more money for her school-houses than any other city in the country. Why, gentlemen, within the last five years, she has built a new grammar school in almost every Ward of the city. In addition to the primary schools she has built, she has built at least six grammar schools, each one of which has cost from $100,000 to $147,000. Now, there is not a college building in the country that can compare with the Shurtleff, the Rice, the Sherman, or any one of half a dozen school-houses I could name in the city of Boston; and while Harvard is rejoicing in the fact that she is to have a Matthews Hall and a Weld Hall, at an expense of $60,000 each, and considers them great acquisitions, she has not a single dormitory there that begins to compare with any one of the modern grammar school-houses of the city of Boston.

We have just dedicated a Normal school which has cost $259,000, as much ahead of any college building in the country as this city hall is ahead of the old one which formerly occupied this site. Where will you find such a fire department as we have, in connection with the fire-alarm telegraph system, which the city of Boston was the first to introduce? What other city affords a free public library of 175,000 volumes for the use of its inhabitants? And all these things, gentlemen, are

obtained at this moderate taxation to which I have referred, — $15.30 on $1,000. and that is an exceptionally high tax, and to be reduced this year.

But it is said that this system of taxation has driven from your borders many honorable gentlemen, and that you have lost a great deal of taxable property by reason of their being driven from the city. That some individuals may have gone from the city for the purpose of avoiding the just taxation which would be levied upon their property, cannot, I suppose, be denied.

In any large community such as this, numbering 250,000 souls, it would be strange indeed if you did not find some men who were inclined to shirk their just responsibilities; but there has been no such general exodus as has been alleged. I deny it, most explicitly. I deny it from an examination of the Assessor's books, which show the facts in regard to this matter, and we will have some of them here, before we close this examination, to testify to the point. There are individual instances, no doubt, as I have said, of men going out of the city to avoid their taxes; but the great majority of the wealthy men of Boston are willing to pay their just taxes for the purpose of meeting the necessary expenditures and carrying forward the great public improvements to which I have alluded. They pay their taxes cheerfully, and that man who shirks his rightful share of the public burdens is not regarded with favor in the city of Boston.

Such men may thank my brother Train for instructing them how they can, by going to New York, Newport or Nahant, avoid the greater part or the whole of their taxation, because they belong to a class of men, very few in number, I am happy to believe, who would thank anybody for giving them advice if it costs them nothing. As long as they do not have to give any retainer for it, they will be very glad of the information. But that is not a characteristic of the great body of the wealthy men of Boston; and therefore, I repeat, the statement is not

true that there has been any considerable exodus from the city on that account.

Now, gentlemen, having shown that the city is not in danger of becoming bankrupt, or of being oppressed with an unendurable weight of taxation by making these ferries free, I propose next to show that the city contemplated making them free when the ferries were purchased, and that now, in making them free, it is only carrying out its original purpose.

Now, gentlemen, in 1869, very early in the season, the matter of purchasing the East Boston ferries was agitated; and as early as January, I had the honor of presenting a petition from the National Wharf & Warehouse Company, the Boston & Albany Railroad Co., and fifty-two mercantile houses and merchants of Boston, that the city would purchase the property of the East Boston Ferry Co. That petition was referred, and subsequently, on the 28th of January, an order came down from the other branch for the appointment of a special committee to consider and report upon the expediency of purchasing the property and franchise of the East Boston Ferry Co. That committee was joined, and after considering the matter for some time, they made a partial report to the Council, and then, on the 10th of June, an order was adopted requesting the Committee on the East Boston Ferries to ascertain and report on what terms the East Boston Ferry Company would dispose of their franchise. Then, on the 15th of July, another order was adopted, instructing them to report on "the terms upon which the East Boston Ferry Company will dispose of their property, and also an estimate of the true valuation of said franchise and property, and whether it is expedient for the city of Boston to purchase the same." That committee reported on the 27th of September, and on the 7th of October an order was passed authorizing them to negotiate, with full powers, for the purchase of the franchise and property at $275,000. Subsequently, an order was reported which passed one reading, and was laid over one week for con

sideration. On the 14th of October it came up for action; but before proceeding to that, I wish to call your attention to the majority and minority reports of the committee. The counsel for the remonstrants here read the report of the majority of the committee; he did not read the report of minority. I propose to call your attention to one passage merely, in each of those reports.

Mr. PUTNAM. A minority of one, wasn't it?

Mr. KEITH. Yes, sir, a minority of one.

The majority say: —

"Believing that the time has arrived when the best interests, not only of East Boston, but of the whole city, would be greatly promoted by having the ferry owned by the city, and operated by commissioners chosen by the City Council, the committee would recommend its purchase, in the manner authorized in the act of incorporation, as quoted at the beginning of this report.

"In regard to the management of the ferry after it comes into the possession of the city, it would be premature to do anything more at this time than to state, that the citizens of East Boston have not, *as yet*, asked for free communication with the city proper."

This was signed by seven out of eight of the committee. There was a minority of one, who made a minority report, from which I read this extract: —

"It may properly be assumed, in view of the present condition of the question, that the real motive for urging that the city should take possession of the ferry is to establish *free transportation*. Undoubtedly that would be the result in a very short time; and the city would be burdened with an annual tax of $150,000 or $200,000 to cover the current expenses of maintaining the ferry, and pay the interest on the ferry scrip."

The proposition, therefore, for the purchase of these ferries was acted upon in view of the fact that very shortly an application would be made to run these ferries free. Now, notwith-

standing the ground taken by the minority at that time, the vote authorizing the purchase of these ferries, passed in the Board of Aldermen on the 4th of October, by a yea and nay vote, 11 to 1, — the only vote in the negative being that of Alderman Bradlee. When the matter came up in the Council for consideration, those who were opposed to free ferries, in accordance with the notion entertained by Mr. Poor, and expressed in his minority report, offered this amendment, to which I ask your special attention: —

Mr. Pickering offered the following amendment to be added thereto: —

"*Provided, however,* that the tolls on said ferries *shall not be abolished or reduced below the rates of the last year,* until the debt incurred for their purchase shall have been liquidated from their receipts, and a fund accumulated, the interest of which will be sufficient to maintain the said ferries in good order, free of expense to the city of Boston."

After discussion, the amendment was rejected, by a vote of 23 to 32. Then followed the vote upon the passage of the order, and it was passed, 42 to 13, it having been originally passed by the Board of Aldermen, as I have stated, by a vote of 11 to 1.

The yeas were as follows: Messrs. Belknap, Bond, A. F Cole, M. J. Cole, Crowley, Davis, Dinsmore, Doherty, Emerson, Flanders, Flynn, Frost, Gray, Hall, Hobbs, Hopkins, Ingalls, Jacobs, Jenks, Johnston, Judson, Keaney, Keith, Kingsbury, Leighton, Lucas, Malone, Nelson, Noyes, Osborn, Pote, Rogers, Ryan, Squires, Talbot, Tucker, Vannevar, Wells, Wilkins, Woods, Woolley, Young.

I believe that embraces every single member who is now in the Council who was in the Council at that time. Notwithstanding the amendment providing for retaining the tolls on the ferries had been voted down, the order to purchase them was passed by that large vote.

Mr. PUTNAM. Won't you read the names of the committee who signed the report saying that free ferries were not expedient, and not desired?

Mr. KEITH. The committee who signed the report, saying, among other things, that "in regard to the management of the ferry after it comes into the possession of the city, it would be premature to do anything more at this time than to state that the citizens of East Boston have not, *as yet*, asked for free communication with the city proper; and that it will give satisfaction if a sufficient rate of toll is established, to produce an income which will cover the current expense of maintaining the ferry, and pay the interest on the ferry scrip issued for the purchase," were as follows: Messrs. Nathaniel Seaver, Newton Talbot, Albert S. Pratt, Andrew Hall, Thos. Dinsmore, Joseph T. Ryan, and Jeremiah H. Pote.

You will see that the name of Newton Talbot was attached to that report, and you will bear in mind the fact that for three or four years last past, until this year, he was a member of the upper branch, and for two years, at least, was chairman of the Committee upon Streets. I think no abler man has occupied that position for years, if ever before. Now, it so happens that we have a record of Mr. Talbot's experience upon that matter, during one year, while those ferries were practically under the control of the city. In recurring to what had been done during the year when he was about to retire from office in the Board of Aldermen, among other things, he states as follows: —

"We have purchased the East Boston ferries, and reduced the tolls, thereby relieving our citizens who have occasion to use them, from the exaction and annoyances of a corporation over which they had no control. *In my judgment, these ferries should be made absolutely free;* for I can see no defensible reason why our citizens should be charged a fee for crossing this avenue more than in using any other within the city. If an investigation was to be made, I have no doubt that it would be found that the

expense of building and maintaining the avenues that connect other outlying districts with our city, equals, if it does not exceed, the cost of purchasing and running these ferry-boats."

There is the result of Mr. Talbot's experience and judgment, after having had this long service on the Committee upon Streets, and after having had one year's experience in the running of these ferries, under the control of the city.

Mr. PUTNAM. What is the date of that, Mr. Keith?

Mr. KEITH. That is December, 1870.

Now, to show that his idea is correct, that if an investigation was made as to the cost of the streets in different parts of the city, East Boston would be found to be entitled to this as a matter of right, — I have procured some statistics upon that point. By taking the Auditor's Report of last year, and getting the additional items for this year, I find that the amount expended for laying out streets, in the city proper, has been $9,663,523.55; that there has been spent for laying out and widening streets in South Boston, $973,740.92; that there has been spent in Roxbury, during the three years that she has been a part of Boston, $83,330; and in Dorchester, $14,664. In East Boston, there has been expended in twenty years, $4,741.80. The truth about it is, that the East Boston streets were all given to the city by the East Boston Company, and there is the sum total that the city proper has expended for laying out streets in East Boston for the last twenty years. Mind you, this is simply the expense incurred by taking land for streets; it does not include grading nor paving.

Now, taking the cost of the construction of the avenues to South Boston, the four bridges, I will give the sum total, without taking up your time with the details. The four bridges have cost, in round numbers, $1,401,895. The ferries have cost, all told, $801,086. So that there is a balance in favor of East Boston, on the score of economy in making communications between the city proper and it, of $600,000.

As I have already stated, the order for the purchase of the ferries passed in the Board of Aldermen by a vote of 11 to 1. This year, on the question of abolishing the tolls on these ferries, there was no dissenting vote in that body; it passed unanimously.

But it is objected, that if we make these ferries free, we shall be overrun with teams from Essex County. This objection, I thought, at first, might prove to be a formidable one, and I have had some statistics prepared for the purpose of showing how really formidable this is likely to be. An actual count was made of the number of teams leaving the city of Lynn, the town of Danvers, the town of Peabody, and the city of Salem, the town of Marblehead, and the town of Saugus for the city of Boston, during three consecutive days, Monday, Tuesday and Wednesday, March 20th, 21st and 22d. The grand total of all of those teams on Monday, was 76; on Tuesday, 41; on Wednesday, 97; making the total number of teams leaving all those cities and towns, during the three days, for the city of Boston, 214, an average of 71⅓ per day! There is the great trouble from the county of Essex, in all its magnitude! Supposing that every one of these teams comes through East Boston, and none by the way of Chelsea and Charlestown, you can very readily see to what an extent they are likely to prove an obstruction to the ferries.

Mr. PUTNAM. That was this last March?

Mr. KEITH. Yes, sir; this last March. But, gentlemen, supposing these teams are found to be, for any reason, a nuisance, and an obstruction to travel. It so happens that the act which authorized the city to take these ferries and make them free, provides for that contingency. Section 7 of the act of 1869 is as follows: —

"The said board of aldermen shall have power at all times, notwithstanding any of the provisions of this act, or anything done by said city in pursuance thereof, to levy and collect such

rates of ferriage as they shall judge expedient, for and upon all teams and vehicles passing over said ferry to or from any place beyond the limits of said city."

So that, gentlemen, if we are liable to be overrun by Mr. Matthews' teams from Chelsea Ferry, or from any section of Essex County, we have the right, under the statute, to apply the remedy, and put a toll upon those teams, and thus relieve ourselves from that burden. But it is said that if we take off these tolls and make the ferries free, it will increase the property of Chelsea 25 per cent, while it will not increase the property of East Boston anything like that amount. I believe the only man who has had the hardihood to advance such a sentiment as that has been Mr. Matthews. Why in the world the land on this side of Chelsea creek should not be increased in value in the same proportion as that on the opposite side of the same creek, is a problem which I think will trouble any one to solve. I cannot see, with all respect to Mr. Matthews, that he has solved it satisfactorily. If it increases the value of the property on the opposite side of the creek 25 per cent, I cannot conceive of any reason why it will not increase the property on this side, which is nearer to the city proper, in the same ratio; and if it does increase it in the same ratio, you have added at once three and a quarter millions to your taxable property, which will to that extent increase the means to pay your expenses.

My brother Train said in his opening, that he supposed that the income derived from foot passengers was inconsiderable as compared with that derived from teams. That is not the only instance in which he labored under a mistake. It turns out that by far the larger part of the amount received for tolls comes from the foot passengers, — from laborers, mechanics, and sewing girls, who live in East Boston, and find employment on this side of the water. It is upon these classes that the tax falls most severely, and it is from them that the great mass of these tolls is realized.

In this connection, I will say, that the foot passengers between here and East Boston can be increased almost indefinitely with the present arrangements, without any increase of boats at all. As I have already shown, the Fulton Ferry carries fifty thousand passengers each way daily, besides the teams.

Then my brother says, that it is not reasonable that the inhabitants of the city proper should pay more for East Boston than they pay to any other ward, or than East Boston pays into the city treasury. On that point, I have to say, that that system of expenditure has never prevailed in the city, and never can; on the contrary, the opposite system has prevailed. Here is Ward Four, which has one-fourth of the valuation of the city, and pays one-fourth of the city taxes. On my brother Train's theory, one-fourth of the outlays of the city should be expended on that Ward. But we all know that Ward Four is in the heart of the city, and requires but a very small expenditure in comparison with the outlying wards. The new wards require large expenditures upon them. That was the case in Ward Eleven.

I remember distinctly when I used to come over the Neck, there was but a single avenue from Roxbury to the city. Large sums of money were expended in filling up the flats, and large sums were expended in making Union square, Blackstone square, Franklin square, Chester park, Rutland square, and all the other squares and parks at the South End, and the complaint then was, that we were spending too much money on Ward 11, — very much more than on any other part of the city. But she has paid it all back, because she was greatly improved by those outlays, has become a very wealthy ward, and is now pouring her wealth into the treasury, in the shape of taxes, in consequence of it. There was expended in Roxbury, the next year after annexation, twice as much money as she paid into the treasury, — $700,000 for the introduction of Cochituate water alone. But what is the consequence? Why, in three years, the valuation of Roxbury has increased 76 per cent; and

if the valuation is made this year in proportion to the sales, there will be a still larger increase. That is the effect of these improvements. It is simply an advance by the city now, which will be more than repaid by-and-by.

I have shown that if these tolls are removed from the East Boston ferries, Boston proper will be greatly benefited, by reason of the increased facility of communication between the two sections. East Boston makes all her purchases of groceries, dry goods, and the like, in the city proper. The city proper will get 30,000 purchasers by reason of free communication between her and East Boston.

It is said, again, that East Boston is not entitled to free ferries, because she can pay no betterment. The imposition of betterment is always a discretionary imposition, and it is made upon individuals where they receive a special pecuniary benefit which is not shared by the community at large. In this case, the benefit enures to the entire community on both sides of the channel. If the ferries are made free, everybody is benefited, and that is the reason why no special betterment is assessed. In the case of the widening of a street, unless an individual is specially benefited, no betterment is assessed upon him, because, if he only shares in the benefit which the rest of the city receives, there is no justice in imposing upon him a burden which others are not required to bear.

Then it is said that the benefit would accrue to private interests, and not to the public generally. I would ask if it is no public benefit that the innumerable multitude who cross these ferries, month by month, and year by year, are to be freed from the expense and annoyance of this tax? If that is a private benefit which enures, as this must, to the advantage of an entire community, it will be hard, I think, to find a public benefit. But what is meant by this, I suppose is, that certain individuals, with large tracts of land there, would realize a benefit in the rise in the value of their lands. What difference does it make

to the city's interest, who owns the land? Provided the land is increased in value, and the city gets the benefit of it, in its taxation, and the great public is relieved by taking off the tolls, what difference does it make whether the land is held by one or a hundred individuals?

Again, it is said that if the people of East Boston desire to come to State street by land, the facilities are just as useful and pleasant for them as they are for the people in Ward 16. Now, gentlemen, just look at this for a moment. The distance from Central square, the centre of population and business in East Boston, to the place where we stand, is barely one mile and a half; the same distance as to Franklin square; and now we are told that if the inhabitants of East Boston want free communication with Boston, the facilities are just as free and pleasant for them to come round through Chelsea and Charlestown, a distance of three miles and five-eighths, as they are to the inhabitants of Ward 16. That is my brother Train's idea of a convenient highway, to go three miles and five-eighths in order to get a mile and a half from the starting point, and to take half an hour more time and travel two miles and a quarter farther than there is any need of, to reach a given point? And this he would have not one man do, but the whole community of East Boston, and not for this year only, but for all time to come. That is not such a highway as the statute calls for, or the public demand.

Mr. Train also tells us that he shall claim that the people of Dorchester might just as well claim that you should bring them into the city free in horse-cars, as that you should bring the people of East Boston, 1,800 feet across the water, free of toll Let us examine this: I have seen that story flippantly told in all the papers of the city. We say that the people of East Boston have to pay six cents car fare, the same as the people of the South End, Roxbury, and Dorchester, and in addition to that, they have to pay these ferry tolls. The highways are open

from Dorchester and Roxbury, to the heart of the city, and cannot the people of those sections get to their place of business in the heart of the city without paying a cent of toll?

The people of East Boston do not ask free transportation, but a free highway on which they may pass without tolls. My brother calls it establishing a free line of steamers. That is only another form of expression for a free highway. All the people of East Boston ask is, that they may be placed upon an equal footing with other sections of the city; that they may have a free highway upon which they may travel, either with their own teams, or pay car fare for transportation. When the ferries are made free, the people of East Boston will still pay the same fare that the South End and Roxbury pays, for being carried to and from the business centre. Then, again, my brother Train grows indignant at the impertinence of East Boston people in asking for free ferries. He says, it is just as rational as it would be for a man to go down upon one of the islands in the harbor, because the land is cheap, and settle there solitary and alone, and then demand the establishment of a free ferry for his accommodation. Is that so, gentlemen? Has my brother Train and my brother Putnam not yet learned the difference between public convenience and private convenience? An individual has no right to call upon the city to make and maintain a private way, to be used for his private convenience.

It is the public necessity and convenience that controls the action of the city; and when the Board of Aldermen lay out a street, the language of the order invariably is, that "the public convenience doth require that such a way should be laid out." Have thirty thousand people on the opposite side of this channel, constituting an integral part of the city, an entire Ward of the city, no more rights to free communication with the city, than a man who goes down, solitary and alone, upon one of the islands of the harbor? The statute does not recognize any

such law as that, by any means. It becomes a *public* necessity when thirty thousand people want a highway.

Then, again, my brother Train says that God made East Boston an island, and the channel between here and there, and he seems to think it almost a sacrilegious interference for us to ask for free communication across that channel. True, gentlemen, God did make East Boston, and he made all other beautiful lands in the world. He made the sea and the land together, and He also made man as the crowning glory of His work, and gave him "*dominion over the sea and over the land*"; and we propose now to overcome this obstacle which he has interposed between here and East Boston.

God also made the Green Mountains, and interposed them between us and the West; but we have climbed those mountains, laid our tracks over them, and we are perforating those mountains, at an expense of millions of dollars, in order to overcome that obstacle which God has interposed between us and the West; and all for the purpose of opening a new channel of communication, in order that we may take the vast products of the West, and bring them in here, that Boston may be benefited thereby. Sacrilege, is it, for us to overcome this obstacle which Nature has interposed? It is by doing just that, overcoming obstacles, that men and communites advance, and in no other way do they advance.

Mr. PUTNAM. Has anybody said anything about sacrilege, until you said it?

Mr. KEITH. I did not say my brother Train said it was sacrilege; I said it was a matter of inference. And not only does he do this, but he grows facetious over our misfortunes and our difficulties. He compares this channel between here and East Boston to the river of Death (and without a free avenue across it, it has proved to be death to the prosperity of East Boston; it has crippled her industries, it has left her wharves to rot upon their owners' hands, it has prevented the development of these re-

sources as they ought to have been developed), — and then he goes on and quotes to us the —

"Sweet fields beyond the swelling flood,"

and closes with the comforting assurance that we are on the wrong side of Jordan. Then, in reply, we will simply quote from his favorite author, and say, —

'Not Jordan's stream, nor Death's cold flood,
Shall fright us from the shore."

My brother Putnam also comes in with an objection in this matter. Not only did he sing his Jeremiad, that we were the worst taxed people in the world, but he says that his objection to freeing the ferries is, that if we grant it, it will be doing what no other city in the world ever did. As though, if that were true, it would be a conclusive objection to it.

Why, gentlemen, forty years ago, turnpikes traversed the land in every direction, and they were crossed by toll gates, and wherever the traveller went, he had to pay a toll, going to and fro. Every single navigable stream in the country was crossed by a toll-bridge, and he had to pay a toll going to and fro. Now, every vestige of a turnpike is swept out of existence, and there is only one solitary toll bridge in the State of Massachusetts. An objection, is it, that this will be a step in the advance? Why, gentlemen, we never had any protection against the warring elements over our heads, until a Boston boy snatched the lightning from heaven with his kite.

Mr. PUTNAM. I don't like to interrupt. I did not say it was an objection, and you will not find any such language in my arguments. stated it as a reason for careful consideration.

Mr. KEITH. What is that but an objection?

Mr. PUTNAM. Very well; if you see no difference between that and an objection, I have no further interruption to make on that score.

Mr. KEITH. This is the language of the gentleman: —

"You are asked to impose upon the tax-payers of this city — the most heavily-burdened tax-payers, I believe, in the world — a burden of a character never before proposed; a burden, I believe, never before assumed by any municipal corporation in the world, certainly not in Massachusetts, nor in the United States."

If that is not intended as an objection to freeing the ferries, I do not know what the gentleman means by the use of the language.

Mr. PUTNAM. If you will read a few words further, you will see that I stated it as a reason for careful consideration. It is at the begining of my argument.

Mr. KEITH. I am content to leave it there. The committee will read it. So far from this being a consideration that should deter the Council from acting in the matter, it is in keeping with the character of the city of Boston. She stands foremost in many of the great public improvements. It has ever been her pride to march in the vanguard, whether in the battles of freedom, or in the conquests of mind over matter.

Now, gentlemen, there are one or two other things which I will notice, and then I will relieve you from this long argument.

One of the witnesses who has been before you has suggested the propriety of making a tunnel to East Boston. Mr. Derby, a very eloquent gentleman, a man of a great deal of learning and a great deal of experience in legislative matters, is called on to the stand to testify upon that subject-matter. It is always pleasant, gentlemen, to listen to Mr. Derby's voice, he speaks so fluently, so easily, so delightfully; but the reliance I would place upon his judgment, I confess, has been somewhat weakened by the fact, that seventeen years ago, I happened to be associated as junior counsel with my brother Derby on another great tunnel project.

We went before the legislature and asked for a grant of two millions of dollars for building a tunnel through Hoosac Mountain, and I recollect that we demonstrated perfectly, to our own satisfaction, and to the satisfaction of the legislature, that the tunnel could not fail to be built in from seven to nine years, and that by the expenditure of two millions of dollars, we could actually get a new railroad line from the State of Massachusetts to the State of New York, that would attract to our city the immense products of the West. On brother Derby's sanguine exhibition of the results that would follow from the completion of this enterprise, the state granted the two millions. Well, gentlemen, they have been pegging away at the mountain for seventeen years, and they have got about half-way through, and they have spent, I believe, some five millions of dollars. How many other millions will be required, I do not know; but it has shaken my faith, I must confess, in my brother Derby's estimates about tunnels.

Mr. PUTNAM. It has not shaken your confidence in your own, has it? You were with him.

Mr. KEITH. I was young then. I have grown wiser since, I hope.

Then, gentlemen, look at this matter of a tunnel. He makes no allowance for approaches on either side. You would, apparently, drop down into it at the edge of one of the wharves on this side, and rise out of it at the edge of another on the other side. The other estimates that were made by Gen. Foster, provided for approaches to the tunnel, beginning at North square on this side, in order to get an easy descent to the bottom of the river, and at Maverick square on the other, thus making it available for heavy teams. In Mr. Derby's estimate, that has not been taken into account. He speaks of a tunnel fifteen feet in width. You will readily see how much accommodation that would give. Imagine a street fifteen feet wide. How long would it accommodate the travel? He speaks of the

travel requiring another tunnel in five or ten years. How many tunnels are you going to have? The whole North End would be bored as full as a meadow is of mole holes!

Gentlemen, all this talk about a tunnel does not mean *tunnel* at all. It is simply something thrown out as a blind. The same men who oppose free ferries would oppose a tunnel, whether costing a million, two millions, or any other sum. But, even if they could have their tunnel, it would not accomplish the purpose, nor would any number that they could get at the North End accomplish the purpose, in my judgment. There is no way so pleasant of crossing that stream as by daylight, over the water. I will not spend any more breath upon that, nor shall I trouble you with any testimony upon the matter.

Now, gentlemen, I might leave this subject altogether, but for a single statement or allusion that was made by Mr. Way in his testimony upon the stand. If he had passed off the stand without aspersing the reputation of the city of Roxbury, I should not have felt it incumbent upon me to say a single word concerning his testimony; but having lived there during the entire existence of the city, as a city, I should be derelict in my duty if I allowed such an aspersion to pass without a word in reply.

Mr. Way certainly used very strong language in regard to the character of the city of Roxbury; I do not care to repeat the slander. He stated to you the reason why he went for annexation; to show you that no such reason influenced the people of the city of Roxbury, it is sufficient to state that the vote accepting the bill, passed by more than three to one, and if the people who voted for annexation, desired to change their city government, it would have been a very easy matter for them to do so. I have looked over the names of the gentlemen who have been connected with the city government of Roxbury, and notwithstanding the low estimate which Mr. Way has formed of the character of the men there, I think there are some very respectable men among them.

For instance, I find the name of my brother Putnam among the members of the city government at one time. Let us see who some of the most prominent men were. In 1861, 1862, there was a man by the name of William Gaston, Mayor of the city of Roxbury. Perhaps some of you, gentlemen, may have heard of the man! There was in the Board of Aldermen, which embraced as able men as are to be found in this city, and men of power in this community, Samuel Little, now a member of the other branch, was one. General Burrill, now one of the Street Commissioners, was another. Charles Stanwood, recently elected one of the directors of these ferries, was another. Samuel C. Cobb, whom very many were anxious to make Mayor of this city, and who would undoubtedly have been placed in that honorable position had his state of health permitted him to accept a nomination tendered, was another. Succeeding Mr. Gaston, was Mr. George Lewis, who for five years held the office of Mayor of the city of Roxbury; and notwithstanding Mr. Way's ill opinion of him, as soon as annexation took place, the city elected him a member of the Water Board, and he remains upon that board to this day. In looking over this list of names comprising the city government of Roxbury, I do not find the name of Samuel A. Way anywhere in it.

Now, gentlemen, if I substantiate the grounds that I have taken with regard to these ferries, I think it will not be difficult for this Council to see how an honest man can vote for free ferries, although Mr. Way could not see his way clear to such a conclusion; and under your obligations of duty, you will feel compelled, I apprehend, to give your support to the measure.

Mr. STONE moved that when the Committee adjourn, it be to Monday evening next, at 7½ o'clock.

On motion of Mr. WEBSTER, the motion was amended so as to read Wednesday evening, and in that form passed.

The Committee then adjourned.

SIXTH HEARING.

WEDNESDAY EVENING, MAY 3, 1871.

The hearing was resumed at a quarter before eight o'clock, Mr. RICH in the chair.

Mr. KEITH. I will first put in a table prepared from the official records of the city in regard to the actual cost of running the ferries from the year 1853 to the year 1869.

Statement of the cost of running the East Boston Ferries, including the cost of new ferry-boats, new drops and slips, and all repairs and expenses.

1853	East Boston Ferry		$78,005 88
1854	East Boston Ferry	$62,016 36	
	People's Ferry (2 months, 19 days)	3,656 59	
			65,672 95
1855	East Boston Ferry	58,343 03	
	People's Ferry	77,457 95	
			135,800 98
1856	East Boston Ferry	61,828 69	
	People's Ferry	57,866 88	
			119,695 57
1857	East Boston Ferry	62,677 23	
	People's Ferry	59,723 48	
			122,400 71
1858	East Boston Ferry	52,629 71	
	People's Ferry	32,364 61	
			84,994 32
1859	East Boston Ferry	51,537 93	
	People's Ferry	25,890 85	
			77,428 78
1860	East Boston Ferry	60,963 53	
	People's Ferry	35,491 93	
			96,455 46
1861	East Boston Ferry	56,904 06	
	People's Ferry	32,968 86	
			89,872 92

1862	East Boston Ferry	$67,679 88	
	People's Ferry	35,165 10	$102,844 98
1863	East Boston Ferry	62,843 42	
	People's Ferry (estimated)	40,000 00	102,843 42
1864	East Boston Ferry		99,294 57
1865	do		127,877 82
1866	do (estimated)		130,000 00
1867	do		139,798 96
1868	do		173,006 09
1869	do		152,656 43
			$1,898,649 84

From these figures may fairly be deducted amounts charged in the accounts of the East Boston Ferry Company, as no money was set aside for depreciation: —

1860	Depreciation	$10,000 00	
1861	do	10,000 00	
1862	do	10,000 00	
1863	do	10,000 00	
1864	do	10,000 00	
1865	do	10,000 00	
1866	do	10,000 00	
1867	do	10,000 00	
1868	do	25,000 00	
	Deduct charges for depreciation		105,000 00
			$1,793,949 84

The above figures are from the official records on file at the City Hall, except the two items marked estimated, which, for some reason, are not to be found on file. They cannot materially affect the result.

I will state that these figures embrace from 1860 to 1867 ten thousand dollars ($10,000) a year charged to depreciation account, without any sum being actually carried to depreciation account; and in the year 1868 it embraces twenty-five thousand dollars ($25,000) charged to depreciation account without any moneys being so carried; making an average cost of something a little rising ten thousand dollars a year for the seven years.

TESTIMONY OF DANIEL D. KELLY.

Q. (By Mr. KEITH.) You are a resident of East Boston?

A. Yes, sir.

Q. And for how long a time?

A. I think for about twenty-eight years.

Q. Were you a resident of East Boston before it was constituted a Ward by itself?

A. Yes, sir.

Q. What Ward was it attached to at that time?

A. Ward Four.

Q. You are at present one of the directors of the ferry?

A. Yes, sir.

Q. And have been during the last year?

A. Yes, sir.

Q. I see by the Auditor's report that some two hundred and twelve thousand dollars were expended in running the ferries last year. Will you state what expenditures were made of an extraordinary character, if any?

A. The extraordinary expenses of the ferry have been in consequence of the condition in which the ferries were found when the city took possession. Perhaps, in order to be understood, I should explain what ordinary and extraordinary repairs are.

When we took possession of the ferries there were six boats, one of which was condemned, leaving us five boats to constitute the running part of our ferry. Of those five boats, there was not one but what required more or less repairs, and some of them very extensive repairs. We had, for one thing, to metal one of the boats. There was no engine upon either of the boats but what required some considerable repairs, and some of them required extensive repairs upon the boilers, and there was no boat, excepting the "Lincoln," but what required considerable repairs upon the hull. I should think that the ordinary

repairs of one of our boats to run a year, from my observation, and from what I have seen in previous years while acting as director in the People's ferry, when it was in existence, would be from three to four thousand dollars.

I should say that that would cover all the expenses for painting, carpenter and joiner work, repairs of machinery and boilers, and all that would need to be done to keep the ferry in good running condition, and keep the boats so that they would be respectable, appear well, and run well. In the condition in which we found the boats, this sum was not enough to keep them in order. The boats are not now in such order as any man would keep a good ship, a good vessel, or a good steamer of his own, because the appropriations made after we took full possession of the ferries were so inadequate, that it was necessary for us to curtail the expenses in every way we possibly could, and everything that we have done for the boats, excepting painting, was what was actually necessary for them to run.

In the early part of the running, we were not able to run but three boats, and in order to make it any way convenient for the people travelling by the cars, — as the cars pass the north ferry alone, — it was necessary we should run two boats on that ferry. I think it was some two months, or two months and a half, before we put a second boat on the north ferry. And not only were the boats out of repair, but all the houses. The tin was ripped off the north ferry house, and there was hardly any building that did not require painting. There was no room for the directors to hold their meetings in, and no office fitted for the secretary and his assistant. In fact, the condition of the ferry was like a farm with the walls and fences all down and everything completely out of order. We were compelled to put everything in order, and thus were obliged to spend a much larger sum of money the past year, and will have to the next year, than would ordinarily be expended in running the ferries.

The extraordinary expenses upon the landings have been in-

curred in putting up new buildings and new slips; in building a new and expensive drop, costing some considerable more money than I should have deemed necessary if I had been building one for myself, in consequence of the fact, that it was built on a plan prepared by the city engineer. It cost a thousand, or two thousand dollars more to adopt his plan. I do not say it is not that much better, but still if I had been building it for myself, I should have built it upon the old plan, which was good enough for the present. We have built two new tanks which are expensive, and rebuilt, almost entirely, three slips, with the exception of what piles we took from the slips. Upon the whole, the extraordinary repairs the past year have amounted to not less than sixty thousand dollars. I have the items here, which have been copied from the secretary's books.

Expenses of Ferry Department, year ending March 31, 1871.

Wages as per pay-rolls	$64,204 23
Repair of landings	60,667 61
Fuel account	39,106 06
Expenses (supplies, water, gas, etc.)	24,614 27
Repair of boats	23,588 78
	$212,180 95
Amount of receipts	163,903 85
Deficit	$48,277 10
New drop and tanks	$12,000 00
Pile driving	10,000 00
Piles	8,255 00
New head house	8,000 00
Coal shed and oil house	
Water, about	3,800 00
Gas	3,000 00

The pay-rolls have been necessarily increased in consequence of the many repairs which required the employment of a considerable number of laborers who were paid by the clerks.

Now, sir, we have called, the present year, for repairs on the boats, to the amount of $28,000, and when these repairs are completed, which contemplate the entire new topping of one boat, the "Daniel Webster," the purchase of new boilers for the "General Grant," and the extensive repairs upon her, the metalling of one of the other boats, — I think the "Jefferson," or "John Adams," her metal being all worn out, — the boats will be put in perfect order for boats of their age. We have also asked for an appropriation of fifty thousand dollars for a new boat, and when the new boat is purchased (either one new boat, or two good second-hand boats, just as the city shall see fit to allow us to do), I believe that the ordinary repairs of the five boats will be very much less than what we have had to spend, and that the ferry can be run for much less, whether free or not free, than it has been for the two years we have had it.

Q. Now, let me me ask you if, when the repairs contemplated by the appropriation asked for this year are completed, you would consider the ferry in complete running order, fit for the accommodation of all the travel that will be likely to pass upon it?

A. In answer to that I will say, that there has never been good accommodations to East Boston until the past year. I went to East Boston when we had forty-five hundred people, and we have had trouble about our ferries always. I do not say that the people managing them were any more selfish than other persons who want to make money out of their investments; that is not what we complain of; but the condition of the ferries since the city took possession, has been entirely different. I think it is very doubtful if you can find a reasonable person who, considering what we have had to work with, can find any fault with the management of our ferries. We have given good accommo-

dations, I think they are sufficient for many years to come under any and all circumstances.

Q. Let me repeat my question. When the repairs contemplated by the appropriations for this year are completed, and the new boat is furnished, do you think the equipment will be sufficient to accommodate all the travel between Boston and East Boston?

A. I do.

Q. Now, let me ask you, in the first place, what have been the causes of the delays in the passing of teams and individuals to and fro, upon these ferries?

A. Well, sir, one cause of delay is in consequence of the teams being overloaded.

Mr. PUTNAM. Will you ask him if he knows?

Q. You say you have lived there twenty-eight years?

A. Yes, sir.

Q. How often do you pass over these ferries?

A. I suppose I average two or three times a day.

Q And during the last year, you have been one of the directors of the ferries?

A. There was a committee of three appointed for the management of the men and running of the ferries — consisting of Mr. Gibson, Mr. Batchelder, and myself. Mr. Batchelder lives in the city, and my business being near the North ferry, and Mr. Gibson being near the South, the supervision of the repairs at the North ferry has more particularly devolved upon me.

Q. Now, you may proceed and state what have been the causes of delay.

A. Well, sir, in the first place when teams are overloaded, at low or very extremely high water, it is difficult for such teams to go on and off the boats, and they are frequently stuck so that we have to put on more help to get them on or off. This is one great cause of delay.

Q. Let me ask you, right there, what is the regulation weight that the teams are allowed to have?

A. I think seven thousand pounds — I believe that is what it is.

Q. Now let me ask you, also, in this connection, whether teams have frequently crossed the ferry carrying much larger weights than 7,000 pounds?

A. I think we have had teams crossing with double that weight. I think seven tons will come nearer than seven thousand pounds.

Q. I understand you to say that one cause of delay is the overloading of teams, causing them to get stuck upon the drops?

A. That is one difficulty. Another cause is the multitude of heavy teams running over the old ferry, or what is called now the South ferry. For the great bulk of the heavy business on this side, such as the Eastern Railroad business, is nearer to the old, or South ferry, than it is to the North ferry; but on the East Boston side the distance from the Eastern Railroad is about the same to the North ferry that it is to the South. Now, there are frequently times when there will be a line of teams extending nearly up to the Sugar House, sufficient to make two or three boat loads, and the teamsters, from some cause or other, prefer to sit upon the seats of their teams rather than take a level road and go perhaps twenty rods, or sometimes not ten rods out of the way, and cross a ferry where there is plenty of room. It occasionally happens that there is a time in the morning and evening when both ferries may have two or three times the number of teams that they can accommodate; but that very rarely happens.

Q. Let me ask whether the upper ferry is capable of accommodating more travel, and if so, how much more than at present uses it?

A. The upper ferry can accommodate three times as much travel, I think, taking the day through, as uses it now. I think

the South ferry can accommodate one-third more, taking the whole day through, than it does now. I have no doubt of that. We cross upon the average, according to a count taken by our gatemen, about seventeen hundred vehicles a day, of every description, upon both ferries; including the horse cars of the Metropolitan Railroad, it makes about 1,800 a day. We run on the two ferries about 450 passages across both ways, and dividing the number of teams by that, we have about four teams to each boat. Of course, there are times in the day, and times in the night, when there are no teams, unless it be the horse-cars, or some light vehicle; but our boats can accommodate all the way from ten to twenty teams, depending, of course, upon the length of the teams and the length of the boats. The "Grant" can accommodate one third more teams than the "John Adams" or the "Jefferson."

Q. Now, in regard to this crowding,— supposing arrangements were made so as to divide the travel at the crowded periods of the day between the upper and lower ferries, would there then be any great amount of delay?

A. I don't think there would be any delay of any amount.

Q. Now, let me ask you what is the centre of business and population in East Boston?

A. Well, sir, we have scarcely any business now, excepting what is done in the vicinity of the Eastern Railroad. There are some kinds of business carried on there, with which I am not familiar. There is some manufacturing, but our old business, the great bulk of it, seems to have passed away, for the time being. With our business, such as it was in 1860, and if it were carried on in the same manner, Central square would probably be as nearly the centre as it could be located.

Q. Now, from Central Square to this City Hall, which is the nearest route — by the Old or the New ferry?

A. Coming to City Hall, I think there is no question but what we save at least one-third of a mile coming by the New ferry.

Q. The landing is near the foot of Hanover street, is it not?

A. Yes, sir.

Q. Since the widening of Hanover street, is not that the most pleasant and most accessible way of getting to the centre of the city from East Boston?

A. I think, for foot passengers, it is undoubtedly the best avenue we have. Of course, Hanover street is accessible from the old ferry, by passing through the Eastern avenue and Flee street.

I suppose the centre of our inhabitants is Central square, and there is no question that the better route from Central square to City Hall, is by the way of the North ferry, through Hanover street. The distance from the Orthodox church, at the corner of Maverick square and Lewis street, to the gate of the New ferry and the gate of the Old, does not vary three feet. Between *the distance from* the gate of the Old ferry, or the South ferry, and the distance from the North, or the New ferry, as you may call it, to the corner of Bennett and Hanover streets, there is a difference of 17¾ feet, which I think is in favor of the North ferry. But notwithstanding all this, and the distance being well known, (and I am certain that the people will say that the North ferry is kept as clean and in a good running order in every way as the other,) the people pass down that extra one-third of a mile in order to go by the old ferry.

Q. Speaking of the obstruction of overloading, are the teams generally driven by the owners, or by employés of the owners?

A. The majority of the teams are driven by the employés of the owners. I have seen myself, within the past year, some five or six loads of cotton, on Mr. Pote's teams, going to the Eastern Railroad from the north part of the city, when our boat was in the North ferry slip, and would have taken every one of

the teams, drive by Constitution wharf, pass by the head of our slip, and go down to the South ferry and pass over there, in order to get to the Eastern Railroad; when, as I have said, there was a boat ready to receive them at the other ferry, and they would come out on a level road on the other side. I have heard one gentleman say, who lives on Webster street, that going to the old ferry one day, and seeing two or three teams waiting there and the boat just ringing out, he thought he would try the North ferry. He did so, he went across on the boat, and when he got down to Webster street, the teams were just coming up from the South ferry. I think that other gentlemen who drive light carriages, would have to say the same thing in regard to the transit.

Q. Which passes over in the shortest time?

A. I think we pass on the North ferry quicker than they do on the South. We have the shortest distance, and we make better time. Some part of it is owing to the fact of the other ferry having more patronage, and it takes longer to load and unload their teams.

Q. Supposing those ferries to be made free, will you state whether, in your judgment, the facilities with which the trips could be made would be increased?

A. I think the trips could be made more frequently. The delay caused by the obstruction of heavy teams would be removed; that is, on the South ferry. I think our trips could be made in perhaps three minutes, or something like that, shorter time. The delays are not so much on the North ferry. I think we could make our trips, on an average, in eight or nine minutes, right through; that is, we could have a boat leaving every nine minutes.

Q. In case the tolls were taken off would not the motive to overload teams be withdrawn?

A. Undoubtedly it would, in a great measure.

Q. Now, with regard to the delay occasioned by taking tolls, would that be obviated?

A. The delay in taking tolls is not caused by the foot passengers, because we do not wait for them, but every team that is in line has to wait until the tolls of the teams in front of it are taken, and that causes delay. Teams frequently drive up to the gate when a boat is just about ringing off, and if the man offers a dollar bill or a five-dollar bill we have to stop to change it, and the boat is detained, because we do not ring off when we see a team near the gate. Our practice is to give people a fair show, and unless the boat is very late, we don't ring off until the team gets on board.

Q. Now, in regard to the expense that would be saved by taking off the tolls?

A. All the expense that would be saved by taking off the tolls and having free ferries would be the salaries of the toll-men, and the expense of printing the tickets, which is about a thousand dollars a year.

Q. How much would that amount to?

A. That would amount, I think, to between nine and ten thousand dollars.

Q. Those items of expense, then, would be saved by making the ferries free?

A. Yes, sir.

Q. Let me ask as to the class of people who patronize these ferries. From what class of people do the great body of the patrons of those ferries come?

A. In teaming, we have a large number of expressmen, men owning their teams, and there are many people who do business in East Boston who own wagons and pass the ferry once or twice a day. The bulk of the foot passengers are laborers, and girls who work in shops and stores, and men who labor in various parts of the city. In the morning, when our ferries are crowded somewhat with passengers, at half-past six or seven, you will find that the majority of the people are those who take their dinners with them in a tin pail, or young ladies

who carry a box made in imitation of a book, which contains their lunch. Some of these persons go over very early in the morning, as early as five or half-past five o'clock. A large majority of our foot passengers are of this class.

Q. I see by the returns of receipts that a large majority of your receipts come from these foot passengers?

A. Yes, sir.

Q. I will ask you the question, if you are in favor of making these ferries free?

A. Yes, sir; I am.

Q. Have you any special reasons other than those you have given? If so, please state them.

A. Well, I suppose that it would be natural for any one, if he didn't own anything but a house in East Boston, to say that he was in favor of free ferries; but I don't think that my desire to have the ferries entirely free is altogether from personal or selfish motives. I think that, generally, East Boston has not been selfish.

I know that I voted myself for the introduction of the Cochituate water, and so did a large majority of our people, when we supposed that we should never receive the benefit of the water. I don't think that any enterprise designed to increase the property of the city of Boston has been started which the people of East Boston have not indorsed; such, for instance, as the annexation of this town or the other. I think that by taking the tolls off, the value of the land will be increased. For instance, fourteen or fifteen years ago, I built a house, and I paid 27½ cents a foot for the land to build it on. Within the past year, land adjoining mine, in as good a location as there is in East Boston, and certainly better for me than any location in Boston, was sold for 35 cents a foot. Every one told me when I bought the place, "In ten years, the land alone will be worth all the buildings and land have cost you."

I dare say that my house and land, if sold at auction to-day,

would fetch within three or four thousand dollars of what they cost. The reason of that is because, although we have one of the best places to live in there is on the face of the earth, — we have good, wholesome air (sometimes too much, particularly when it is east), there is no night, scarcely, when we cannot sleep in our houses with a blanket on, and we can sleep comfortably in the winter. People do not like, in the first place, to be discommoded with ferries. I admit that the ferry is an objection. Then there has been an entire uncertainty in regard to the way in which our boats would run and would be managed; and we have not known whether we would have one ferry or two, or whether by fire we would be deprived of all the ferries together; or whether we would have one boat running or six; but the very moment the city of Boston did the first right thing towards us by purchasing these ferries, and taking entire possession and control of them, notwithstanding the dullness of our business, and the extreme low ebb of all the enterprises that go to make up a place like East Boston, notwithstanding all that, I say, the price of our land increased, people began to come over there, and we have built, since the ferries became the property of the city, more than twice as many houses as were built in any year since East Boston was East Boston; just because it was known that our ferries were in reasonable hands that would manage them fairly and liberally.

Q. Now, suppose them to be made entirely free, the same as every other avenue to the city, what, in your judgment, would be the effect upon the mechanical and manufacturing interests of East Boston?

A. Many people, to my personal knowledge, — I cannot name the persons, but then, from being on the water myself, and my business being right on the line of the harbor, — it has come to my knowledge, that many persons have made application for locations suitable for various kinds of manufacturing; but when they have ascertained the delays at the ferries and the expense of

tolls, which would increase the cost of the cartage of all their products from their mills or factories, they have given up the idea of establishing their business at East Boston, and have gone to Charlestown, Cambridge, or some other place where they could get access to the city without the payment of toll. I know that to be a fact. The result of freeing the ferries would be, as we have better facilities for dispatching freight by water than any place excepting right around the city proper in front of East Boston, to increase the value of property there, and to increase manufacturing and all kinds of business of that sort.

Q. I will ask you in regard to the wharf property of East Boston, whether there is a large amount of it at present unused and unemployed?

A. Yes, sir; I think three-fourths of the water privileges are unoccupied. That would not be so if there was the amount of ship-building, done there which we had in 1860. But now there is all of three-quarters unoccupied.

Q. Now, I will ask you whether those wharves furnish facilities for manufacturing and mechanical purposes, as well as ship-building?

A. Undoubtedly, they furnish the very best for any kind of manufacturing for which it is desirable to have water communication.

Q. You have the deepest water on that side?

A. Yes, sir; we have the very best water in many portions; not all of course; but we have a channel, we have good water, and good water privileges surround East Boston for miles. I have seen the time in 1860, when there were five thousand mechanics of various kinds employed in one kind of business in East Boston, building and repairing ships, within the circuit of a mile.

Q. Mr. Kelly, did you build on Webster street when you went over to East Boston?

A. Yes, sir.

Q. Do you remember what you gave a foot for the land when you went there?

A. Yes, sir; I paid one dollar a foot.

Q. How long ago was that?

A. I think that was twenty years ago. I think I paid too much; but it was a lot I wanted, and was as desirable a lot as there was then for sale.

Q. Do you know of any land having been sold on that street or in that vicinity lately?

A. No sir; I have not known much about that since I moved away from there.

Q. Do you think that it would bring a dollar a foot now?

A. No, sir; I do not know that I am qualified to judge in regard to Webster street, for I don't live there; but I would prefer the land where I live, and there is none there that could bring anything like that; but still, we are always partial to our own section.

Q. I will ask you this question in regard to running the ferries: Have you any doubt that the ferries can be run, with the new boat, for the appropriation asked for this year?

A. No, sir; not the slightest.

Q. I will ask you whether for the next five years, in your judgment, the expense of running the ferries could be diminished below what is asked for this year, supposing they are made free?

A. Perhaps I may be allowed to explain what is to be charged to the expense of running the ferries. We pay a rent of $4,000 a year for Sargent's wharf, which I think is in gold. This, you will understand, is a matter beyond the control of the city. It was a lease which had been in existence a great many years; even the party of whom the city purchased had nothing to do with it; and when the city purchased what is called the Eastern Avenue of the Ferry Company, they were compelled to assume a lease running, I think, for ninety-nine years, which had been put upon the old ferry by David Matthews.

It was an exorbitant rent, but still there was no way to avoid it, and the city had to assume that lease or abandon the idea of purchasing the property. But to offset that rent of $4,000, we have accommodations sufficient to furnish a slip for the "Henry Morrison," which is a new purchase of the city. If you should include it in the Deer Island appropriation, instead of putting it upon the ferries, it would relieve us of this $4,000 a year, in gold, that we have to pay. Then you charge us the interest on what is called the ferry scrip, which amounts to $16,500. That is charged to the running expenses of the ferry.

Q. (By Mr. PUTNAM.) That is not included in the appropriation of $208,000 for the next year?

A. No, sir; that is not included in the $208,000, but I have it in this estimate. We have it to pay, and I recollect that we included it in the estimate; it may have been charged after it got to the City Hall. I have, I say, included it in my estimate, of which the figures are as follows: —

Estimated expense of the ferries, if free, with four boats running.

Wages and salaries . . .	$55,000 00 to	$60,000 00
Fuel		40,000 00
Ordinary repairs for five boats		20,000 00
" " on buildings and landings .		10,000 00
Water rates, about		4,500 00
Oil " "		750 00
Waste " "		350 00
Tallow " "		600 00
Gas " "		3,000 00
Supplies, lumber, etc.		7,000 00
		$146,200 00
Rent Sargent's wharf . .	$4,000 00	
Interest on ferry slip . .	16,500 00	
Boats wanted at rate of one in four years, or $10,000 00 per year	10,000 00	
		30,500 00
		$176,700 00

I say that four boats can accommodate, with free ferries, all the passengers and all the travel, without doubt, that we shall have for the next five years to come. I should be willing to be one of five (and I think I could find four others to join me), to take a contract to run the ferries, and run them better than they have ever been run, unless during the last year, for $175,000 a year, for the next five years, paying the ordinary repairs, not the extraordinary. I do not wish to be misunderstood. If we run down a ship and sink her, and have to pay for her, I consider that an extraordinary expense. That accident occurred once, on the People's ferry, and we lost a boat in consequence of it. It was no fault of ours, still it was done, and by some turn in the law we lost our boat, although we were not to blame. We were running in a fog, and merely touched the back part of a ship's rudder, and knocked off a piece not bigger than my finger, which started her stern-post, and the vessel being in an unsound condition, she sprung a leak, and no danger being apprehended, the pumps were not sounded, and she sunk off Battery wharf. They attached one of our boats, for they could not take anything else; we were poor, and we lost the "John Adams," the boat that is running now.

They took possession of her, and sold her at sheriff's sale, because, I believe, the mate neglected to sound his pumps. I don't mean to say that we should be willing to pay such an extraordinary expense as that. I don't mean to say, either, that if a building should burn down, as once happened to the People's ferry, that we could pay for that; or if a boiler should burst (which never has taken place, but may), and blow a boat up, I do not mean to say that we could pay that; but I mean to say, that, including all the ordinary repairs connected with running a ferry and running it well, keeping it clean and in good order, — which has not been done until the past year, — and giving the people better accommodations than they ever had, I will be one of five who will take the contract and give sufficient bonds

to run the ferries for five years, with four boats, for $175,000 a year. That expense includes the $4,000 rent of Sargent's wharf, which you do not use and which can be used for any other purpose, and it includes the interest on the ferry scrip $16,000.

Cross-examination.

Q. (By Mr. PUTNAM.) You have been a ship-builder, I believe, for a good many years?

A. I have repaired and built ships for thirty odd years.

Q. That was your business, as everybody knows?

A. Yes, sir.

Q. That business was really the wealth of East Boston, was it not, for many years?

A. Well, sir, at one time I think that a great portion of our laborers were engaged in that branch of business. I stated a few minutes ago, I have known the time when, within a circuit of a mile, there have been five thousand people employed in repairing and building ships.

Q. From what year to what year was that business on the increase, and when was it at its greatest amount?

A. Well, sir, our ship-building interest has fluctuated, like every other business. I think that from 1854 up to 1860, and then back to the time of the California fever, there was a large amount of ship-building in East Boston.

Q. How long ago did you begin to build ships?

A. My business, sir, was repairing. I began to build as early as 1848 or '9; that was a very active industry in East Boston as long ago as 1849.

Q. And, on the whole, it was on the increase up to 1860 or '61, was it not?

A. Up to 1860.

Q. Have you any figures in your mind as to the tonnage of ships built there?

A. I have no figures, but I should say that in good working years, it would average twenty or thirty thousand tons. It was nothing unusual for one ship-builder to have three or four ships in a year, of from 1,000 tons 1,200 tons each, and Mr. KcKay had very much more than that.

Q. Launches were coming off there all the time?

A. All the time; and there is no reason why the same condition of things should not exist again.

Q. That state of things has ceased, has it not, for the present?

A. For the present.

Q. The ship-building interest there, I take it, is very much depressed?

A. It can hardly be more so.

Q. In other words, practically, you build no ships now, where you formerly built thirty or forty thousand tons a year?

A. I believe last year there was, during the months of May and June, but one vessel on the stocks of any size; that was being built by a new firm — Campbell & Brooks.

Q. Several of the large ship-builders over there continued to build, however, after it ceased to be profitable, did they not?

A. Yes, sir; I dare say that was so. Ship-building, I have no doubt, is a business which pays somebody, but it's a very rare thing to find a ship-builder who is a rich man.

Q. At the present time, certainly.

A. Well, sir, it was a rare thing at any time. I think nine out of ten of the ship-builders would fail, if they depended on building ships by contract.

Q. About how long ago did this falling off begin?

A. I think the last year that could be called a thrifty, smart active year for ship-building, was 1860. I built one ship that year, and did very extensive repairs.

Q. Where are the ships built now?

A. Well, sir, some are built in Maine, some in Newburyport,

some in Portsmouth, and a great many are built on the Clyde, — iron ships. But, sir, the difficulty is not that ships are being built in other places, it is that there is no business for ships. There are more ships than there is business for.

Q. There is not, however, as large a proportion of shipping built in and running from Boston, as compared with the shipping of the world, as there was ten years ago, is there?

A. No, sir. Ten years ago, 1860, the United States could boast of having 200,000 tons more commerce than any other country in the world; and now they can boast of being about the fourth, I think.

Q. In other words, the capital of Boston, so far as it was invested in shipping, has either sought other investments, or it has been transferred to other parts of the country? In a great measure, the carrying trade has been reduced?

A. I understand that a great deal of the carrying trade of this country has been reduced. It is useless for me here to speak of the causes.

Q. And what has been carried, has been in a great degree carried under the British flag?

A. Ten years ago, three-fourths, if not seven-eighths, and I don't know but fifteen-sixteenths of the merchandise imported into this country from the East Indies, came in American bottoms; now I think that fifteenth-sixteenths come in British bottoms. I mention that particularly, because that is a business which has been kept up. That has been in consequence of the oppressive measure adopted against our flag, and in favor of other flags.

Q. Without going into the causes, let me repeat my question. The capital of Boston, which ten years ago was invested in shipping, has either been transferred to other investments or to other countries, has it not? That is, it has either gone into other classes of investment, or else the ships have been transferred to British and other foreign flags.

A. I think there is not a large amount of shipping owned by Americans under the British flag. There was a large amount during the war, but I do not think it so at present.

Q. You think they have sold it all out?

A. I think they have sold out a very large amount.

Q. What other leading industries are there in East Boston besides shipping?

A. Well, sir, I have not devoted myself much to statistics. We have several manufactories of various kinds; large machine shops, engine and boiler works, and various kinds of mechanical business are carried on in East Boston, some of which have come there of late, and others are of long-standing. The sugar-house is a large establishment in East Boston.

Q. Are the Glendon Iron Works running now, there?

A. No, sir; not for a great many years.

Q. When did those works cease to run?

A. I think in 1855 or '6 — as far back as that.

Q. Was it not after the crisis of 1857?

A. I don't know but it was about that time.

Q. That was a large concern in its day, was it not?

A. Yes, sir.

Q. Did anything take the place of it?

A. There is a large lumber yard situated in the place of it.

Q. But nothing of a similar character?

A. No, sir.

Q. Mr. Kelly, the trouble with the shipping interest in East Boston has been mainly the oppressive taxes which are levied upon everything that goes into the building and running of a ship — is not that so?

A. I think it is in a large measure; but I do not think that touches the root of the evil.

Q. Don't you think that if all the taxes, national, state, and local were lifted off, you could build and run ships from East Boston?

A. I have no doubt that if all the taxes were taken off of ships, — everything that goes into the construction of a ship, — there would be more ships built than at present; but, at the same time, we should not find employment for ships. As soon as they find that, they will find a way to get ships.

Q. But if the employment for ships should increase very much, do you think you could build ships at East Boston, at present, as cheaply as they are built on the Clyde?

A. If the commerce of the world increased, it would be in consequence of free trade, and when free trade is once adopted, I would take my chance of building ships in East Boston in competition with any other place in the world.

Q. The adoption of free trade would be the taking off all the taxes, would it not?

A. Certainly it would; but you spoke of taking the tax off of the articles that go into the construction of a ship.

Q. I said the taxes that weigh upon the construction and running of ships.

A. I thought what you meant by running expenses, was merely victualling and manning a ship. I may as well answer the question. It is said by many, that what we want now is iron ships, that wooden ships have gone out of date.

Mr. Butler, in reply to an inquiry of mine, says that the days of wooden ships have gone out, and iron ships have come in. Well, if iron ships are what people want, there is genius and mechanical skill enough among the people of this country to build iron ships with anybody, only give us an equal chance. So, if they want iron ships they can have them. We should not have to go to John Bull, or anybody else to get them.

Q. Have you ever made any computation of the percentage of taxation upon the value of a ship when it is built?

The CHAIRMAN. I don't see the bearing of these inquiries upon the question of free ferries.

Mr. PUTNAM. I think they have a tendency to show what

are the causes of the depression of business in East Boston, and what is the true remedy. [*To witness.*] I will ask you that question, and then I will stop.

A. Yes, sir, I have; but I have no figures with me, and it would be guess-work rather than anything else at present.

Q. Since East Boston ceased to be a ship-building place, Mr. Kelly, I take it, it has rather ceased to be a business centre of its own, has become rather more a suburb of Boston, and less dependent upon its own resources, has it not?

A. Yes, sir. There has been a time when the mechanics and laborers connected with the ship-building and repairing interest (which go together, because when there are a good many American ships built, there is a large amount of repairing to be done), there has been a time, I say, when, taking all the various kinds of mechanics that go to make up a ship yard, I think they would comprise perhaps one-half of all the mechanical and laboring people of East Boston; and when I look and see the large amount of building there is in East Boston, notwithstanding the depression in business, I am astonished; I wonder how people can find encouragement to build anything.

Q. The people who live in your houses, do business in Boston, I suppose?

A. Many of them do.

Q. You were one of the committee who made the estimates on which the auditor reported the estimates for the expenses of the ferries the coming year, were you not?

A. Yes, sir; I was on the committee, but I was sick at the time, and sent my figures to the president, and I think that they were reduced some eight or ten thousand dollars.

Q. Were not the expenses of toll men and tickets stricken off of that estimate, before it was reported by the auditor?

A. I think they were.

Q. So that the saving of toll men and tickets, in consequence of free ferries, has already been allowed for in the estimate of $208,000.

A. I think it has, sir.

Mr. SMITH, of Ward 1. I would state, as one of the Committee on Ferries, that the expense of the toll men was taken off, but not of the tickets.

Q. The fares are no higher on the North ferry than on the South, are they?

A. No, sir. A ticket carries you across either ferry you choose to select.

Q. Why do you ask for a new boat this year?

A. Because we have no spare boat that we can depend upon.

Q. You have five boats, and run four?

A. Yes, sir.

Q. Do you mean by that there are but four good ones?

A. No sir. I mean to say that in running four boats, one spare boat is not enough, even if the boats were perfectly good. It is a very common thing to break the shaft of a boat, and to do very many other things that we have to forelay for; and it has been only with the very best kind of care, sometimes working Sundays a great deal, that we have been able to keep the ferries running the past year.

Q. So you need two spare boats; that is the amount of it, is it not?

A. We need two spare boats.

Q. Do you know anything about the age of the boats you have now?

A. Yes, sir; I can judge pretty well of them.

Q. The "Adams" and "Jefferson" you built yourself, did you not; or rather, they were built under your superintendence?

A. No, sir; I was not on the committee that built them, but I was a director of the People's ferry when they were built. I think they were built in 1854.

Q. Are the others older or younger?

A. I think that the oldest boat we have is the "Daniel

Webster," which I believe is 18 or 19 years old. She has a good boiler; she is perfectly sound in the bottom; metalled last year; but her top is poor.

Q. Have you taken any interest in the controversies that have been going on at the City Hall for several years in relation to the ferries? Have you taken any active part, on one side or the other, in the controversies between the people of East Boston and the directors of the ferries?

A. I was a member of this branch of the government when the purchase was made of the ferry avenues.

Q. In 1859?

A. Yes, sir.

Q. As a member of the government, you acted upon that?

A. Yes, sir.

Q. In the controversies which preceded that purchase, during four or five years, did you take any part?

A. Yes, sir; I think I did.

Q. Did you take any part in the action before the legislature upon the application of the ferry company for the extension of their charter?

A. No, sir.

Mr. KEITH. It seems to me that this matter of past controversies or quarrels has nothing to do with the question now under consideration.

Mr. PUTNAM. I have made no opposition to any question on cross-examination all through the hearing, and I don't propose to explain the purpose of my question now, unless I am obliged to.

The CHAIRMAN. The Chair would rule, that if the counsel will state that he expects to show some important facts by his cross-examination, he may go on; otherwise, the Chair must say, that he cannot see any bearing that it has on the question at issue.

Mr. PUTNAM. I am as anxious as anybody to bring this

hearing to an early close, and I shall ask no question that I do not think has some bearing.

Q. I will ask you if you took any part, on one side or the other, on the application for the extension of their charter by the ferry company?

The CHAIRMAN. Excuse me; I will rule that that question has no bearing upon this matter.

Mr. PUTNAM. Then I have no further question to ask.

Q. (By Mr. KEITH.) I wish to ask a single question, in connection with ship building. Was there not formerly great delay upon the ferries occasioned by carrying ship timber across those ferries from the city proper?

A. Yes, sir; one of the heaviest loads that we ever carry across the ferry is ship timber on dragwheels, or long caravans.

Q. Was there not considerable of this transportation done at one time?

A. A great deal.

Q. Has that ceased?

A. Pretty much all of that is taken by the Grand Junction Railroads and other roads connected with it.

Q. Whether or not the operation of the Grand Junction road has relieved you, to a large extent, of heavy teaming?

A. It has of that class of freight, — ship timber, and other articles that come in from the country.

Q. Grain that comes in from the West, — does that go round by the Grand Junction road?

A. Yes, sir.

Q. (By Mr. PUTNAM.) I suppose the bringing of the Boston & Albany Railroad around to East Boston has increased, in some respects, the teaming across the ferries, has it not? Don't they take freight to and from Boston across the ferries?

A. I don't know how much they take. I think very likely some kinds of teaming have been increased; but ship-timber is almost entirely excluded now by the use of that road; in fact,

we don't carry it across the ferry at all. Formerly, all the timber that came in on the Worcester, Providence and other roads, came across the ferry on drag wheels, or very heavy caravans. The sticks were very heavy, sometimes weighing three or four tons. I don't think the Grand Junction road coming around there has increased the ferry business.

Q. I don't mean to question your statement in regard to ship-timber, but I ask you if other descriptions of teaming have not been increased by the railroad coming round there?

A. No, sir; I think it has diminished it, undoubtedly, taking it in the aggregate; there is no question about that.

TESTIMONY OF JOSEPH BAKER.

Q. (By Mr. KEITH.) You are a teamster?

A. I am, sir.

Q. You live in East Boston?

A. I do, sir.

Q. How long have you lived there?

A. Twenty-seven years.

Q. How frequently do you cross the ferry?

A. Five or six times a day.

Q. How many teams have you?

A. I am running three or four.

Q. You drive one of your own teams and employ men to drive the others?

A. I do, sir.

Q. Will you state your experience in regard to the causes of the delays and obstructions that occur in passing these ferries?

A. One cause is, that on the old ferry the teams are loaded very heavily. At low water they have to be hauled up by a line, by the foot passengers. A great many teams they hitch a rope on, and haul them up.

Q. How many have you seen taking hold and hauling them up in that way?

A. Oh, 20 or 30 people.

Q. That is, they load more upon the teams than the horses can draw up?

A. Yes, sir.

Q. What has been the inducement to this overloading of teams?

A. The high rate of tolls.

Q. If they could get two loads on one team, they saved one toll?

A. Yes, sir.

Q. Now, if the tolls were abolished, whether or not, in your judgment, that cause or source of delay would be removed?

A. It would, partially, sir.

Q. You say they overload; what loads are allowed by the regulations?

A. 7,000 pounds, I believe.

Q. How much have you seen carried over on one team?

A. I have seen nine tons carried across there.

Q. What is the effect of these loads upon the drops and boats themselves?

A. Well, it strains them all to pieces, and detains the foot travel.

Q. If they carry over nine tons, that is more than twice the amount allowed by the regulations?

A. Yes, sir.

Q. Will you state what the accommodations have been since the city purchased and run those ferries, as compared with what they were before.

A. They are better every way. The accommodations since the city took the ferries have been very good; before, they were always very poor.

Q. Will you state whether the pressure of teams upon the

old ferry would be relieved easily by dividing the teams so that part should cross the new ferry?

A. Yes, sir; I think a good many more teams could go by the South ferry, which would give more chance for the teams on the old ferry.

Q. There is only some 700 feet difference between the entrance to the old ferry, on Commercial street, and the entrance to the new one?

A. About that.

Q. State whether or not, in your judgment, the New ferry could do a much larger business than it now does?

A. It could, a great deal larger.

Q. In what way has the imposition of these tolls affected the interests of the city of Boston?

A. Bad, very bad.

Q. State your personal knowledge in regard to the matter; whether you have known people to be deterred from establishing themselves in business over there in consequence of it?

A. I have known a great many firms to go away and keep away on account of these tolls.

Q. Are the facilities for doing mercantile and manufacturing business as great in East Boston as in any of the surrounding towns?

A. They are very much better, in some respects.

Q. Why?

A. Well, we have better water.

Q. Are you in favor of free ferries?

A. I am, sir.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Baker, what does it cost to carry a load of nine tons across the ferry, say from the Custom House to Maverick square?

A. I think the Eastern Railroad Company gets fifty cents a ton.

Q. Fifty cents a ton, for carrying a load that distance?

A. Yes, sir.

Q. What would be the toll on eight or nine tons?

A. It would be fifteen cents a ton.

Q. Then on a load of nine tons, which I believe would cost $4.50, the toll would be fifteen cents, would it?

A. Yes, sir; on one team.

Q. Suppose it went on two teams?

A. It would be thirty cents, if they were double teams.

Q. The toll would be double, and the freight would be the same, fifty cents a ton?

A. Yes, sir.

Q. How much of that distance, from Mr. Pote's office,—we will say in Merchants row, to the Eastern Railroad freight station, in East Boston,—is land carriage, and how much water carriage?

A. Well, I don't know exactly the distance across the ferry by water.

Q. How much would be land carriage on each side of the ferry?

A. Well, I should think from Mr. Pote's office to the old ferry, it would be three-quarters of a mile.

Q. And on the other side to the railroad station, what would be the distance?

A. I should think it would be a quarter of a mile.

Q. Do you think, that, for the sake of saving fifteen cents toll, Mr Pote would send two teams instead of one that distance?

A. I don't know as regards Mr. Pote, I never saw so much overloading on Mr. Pote's teams, as I have on other teams.

Q. Well, anybody in his place?

A. It is done; I don't know what they would do.

Q. Do you think for the sake of saving fifteen cents toll, you would divide that load in two, when you had a mile of road to go, and as much more free transportation by water?

A. I can't answer that question. I don't know what other folks would do. I should not do it on my teams.

Q. You say that you have known firms to go away from East Boston, and keep away on account of the tolls?

A. I have.

Q. Please name the firms?

A. J. C. Davis, of Cambridge.

Q. Where was his business in East Boston?

A. On Porter street.

Q. What was his business?

A. He was in the plaster business.

Q. He was a plasterer?

A. No, sir; he ground plaster.

Q. And you say he transferred his business to Cambridge?

A. He did, sir.

Q. When was that?

A. That was in 1853.

Q. And he told you he transferred it there on account of the tolls?

A. He did.

Q. That was the only reason he gave?

A. Yes, sir.

Q. Didn't he say the ferries?

A. I suppose he said he wouldn't be bothered with those ferries and those tolls.

Q. He said he wouldn't be bothered with those ferries and those tolls?

A. He did, sir.

Q. (By Mr. KEITH.) I will ask you in regard to the crowding upon the old ferry, whether you have seen that full when the new ferry was empty?

A. I have seen a thousand feet of teams on the old ferry, and nothing but a horse car on the new ferry.

Q. And yet they are only 700 feet apart?

A. Yes, sir.

Q. By a proper division of those teams would there be any difficulty in the two ferries accommodating the whole?

A. No. sir.

Q. (By Mr. WINCH.) Do you know anybody else, besides this Mr. Davis of whom you have spoken, who has left East Boston on account of the ferries?

A. I do, sir.

Q. Please state all you know.

A. I know a firm that started business, or a part of its business, in East Boston, a year ago, and they said they would not be bothered with the tolls, and gave it up and went out to Malden. They were manufacturers of acid. Col. Stevens, of Pemberton square, was the head of the corporation. He gave it up, and the building is now empty.

Q. (By Mr. PUTNAM.) He gave no reason but the tolls; he said nothing about the ferries?

A. He said he would not be bothered with those tolls.

Q. He didn't mention the ferries?

A. No, sir, didn't mention the ferries. I did some work for him, and he said he wouldn't pay any tolls; he would move out of the place.

Q. Did he give that as the only reason?

A. He said that one of the reasons why he was going away was on account of the ferries and tolls.

Q. (By Mr. STONE.) What is the distance from Malden, where those men went, to State street in Boston?

A. It is about three miles.

Q. And how far was his establishment on the other side of the ferry in East Boston

A. It was on Lewis street, just across the ferry.

Q. Then he moved three miles and got three miles, of teaming, to save how many cents ferriage?

A. His team would have paid fifteen cents; it was a two-horse team.

Q. He goes, then, three miles to save fifteen cents?

A. Oh, perhaps, he had other reasons.

TESTIMONY OF HENRY BLANEY.

Q. (By Mr. KEITH.) Where do you reside?

A. In East Boston.

Q. How long have you resided there?

A. Some twenty-five or thirty years.

Q. What is your business?

A. Real estate and insurance, now.

Q. Will you state to the committee the condition of the real estate business in East Boston at the present time?

A. Since the falling off of the ship-building, both iron and wood, East Boston has been in a depressed condition, — very much so. Since the ferries, came into the possession of the city real estate has improved.

Q. How is the value of real estate in East Boston now? How does it stand in comparison with the value of real estate in other places, at the same distance from City Hall?

A. Very much lower. There is nothing in the vicinity of Boston that comes anywhere near it for cheapness. About two years ago, I think, I had a letter from a gentleman who owned property in East Boston and Roxbury, who said: "What is the matter with you in East Boston? Your best lots are selling for about two shillings a foot, and I have just sold 40,000 feet of marsh land in Roxbury, with only a cart path to get to it, and where the tide flows over it twice a day, for two shillings a foot, cash, for a manufacturing establishment."

In East Boston, at about the same distance to State street, choice building lots, on elevated land, can be bought for ten cents a square foot. You can get them to-day for that sum.

Q. Where can choice building lots be bought for ten cents a foot in East Boston?

A. You can buy them on Saratoga, More, Wordsworth, Byron, or any of these streets around there.

Q. Are those high streets?

A. Yes, sir, high streets; Cochituate water runs by them; there is a good chance for drainage; they are graded; fine locations, beautiful prospect of the harbor, and everything that is to be desired.

Q. What distance from City Hall are these streets?

A. Our extreme limit, I think, is about two and a half miles from State street.

Q. I mean those localities that you mention?

A. From two to two and a half miles.

Q. And those lots can be had for ten cents a foot?

A. Yes, sir.

Q. Do you know in regard to the purchase of a large tract of land by the East Boston Improvement Company?

A. I know there was such a purchase; I don't remember what they gave for it.

Q. Do you know of lots being sold in any localities in East Boston recently for a less price than they brought ten or fifteen years ago?

A. It occurred to me, hearing Mr. Kelly speak of paying a dollar a foot for land on Webster street, that there has recently been a lot sold, almost directly opposite his, for fifty cents a foot. I will sell a lot there for fifty cents a foot; the locality just the same as Mr. Kelly's.

Q. Is that on high ground?

A. Yes, sir; it overlooks the harbor.

Q. Good chance for drainage?

A. Yes, sir; water and gas in the street, trees, and everything pleasant.

Q. How far is that from city hall?

A. Well, it is twelve or fifteen minutes walk from the South ferry.

Q. In what way, in your judgment, would it effect the interests of East Boston if the tolls should be abolished on the ferries?

A. It would help us very much, and help Boston; for you cannot help East Boston, without helping Boston, in my opinion.

Q. State how.

A. Because it would induce manufacturers to come there and locate. We have, I think, the best facilities of any of the surroundings of Boston for manufacturing purposes. We have an abundance of deep water, and the Grand Junction Railroad and the Eastern Railroad; you can get wharf lots at a very low figure; you can get up land for a very low figure, with plenty of Cochituate water, good drainage, and no possible objection that I can see. Besides, they have this advantage, that they are near a market.

Q. Where is the marketing of East Boston and the trading of East Boston done? Where do you get your supplies?

A. From the city.

Q. The shopping is done in the city of Boston?

A. Yes, sir; a great deal in Boston.

Q. How would it affect the importing interest of Boston, to have these tolls taken off?

A. I think that the city fathers ought to take that into consideration. When we are trying to compete with the importing merchants of New York, and when the Cunard line is trying to aid the merchants of Boston, it seems to me, that the city fathers ought to lend all the aid possible, to enable our merchants to compete successfully with the New York merchants. The Cunard Company are running a steamer a week, and they

land from twenty to twenty-five hundred tons of freight on their wharf at East Boston every week. It takes about a hundred teams a day to cart that freight over; with the exception of what goes to two manufacturing establishments at East Boston, I think every pound of that freight comes to Boston.

It is the importers of Boston who are directly interested in that line, and it seems to me that if the tolls are abolished, so as to give them every facility possible, that would be doing a good deed. The last ship that sailed loaded at the elevator, and took grain in bulk. The Cunard folks in New York have a gentleman who takes charge of the loading of their ships. He came on, and remarked to the agent here that in New York they hadn't anything to compare with the elevator that the Boston and Albany Railroad have on their wharf. I remember that the gentleman made this reply: "Go home, and tell your New York merchants and grain dealers to ship their grain by the way of Boston; we can load it so much better than it can be loaded in New York." There are other facilities, also.

Q. Since the opening of the Grand Junction Railroad, does the grain that comes from the West go around to East Boston in bulk, over that road?

A. Yes, sir; all that grain goes to the Grand Junction road.

Q. And coal, also, to a large extent, does it not?

A. Yes, sir. They have an elevator for the purpose of loading and unloading from vessels. I will, if you please, relate a single incident that occurred under my own observation within a week. While in New York, I noticed them unloading coal, and timed the discharge of a bucket of coal. They were hoisting it about twenty feet, and it took three-quarters of a minute. At the Boston and Albany elevator they hoist it about fifty feet, and they do it now in half a minute.

Q. How long does it take them to load a vessel with grain?

A. They load about two thousand bushels an hour. That

I heard, casually. Mr. McLean is better posted than I am on that point.

Q. Is there any other fact that you wish to state in this connection?

A. If you please, I will narrate in illustration of my idea, that the location of mechanical industries at East Boston would benefit East Boston, and therefore benefit the city at large. Coming down from the country last summer, and passing through the town of Fitchburg, my attention was called to the value of real estate up and down the main street. A friend of mine was trying to hire a store, and I queried why real estate was so much higher there than at East Boston. I also noticed a chair factory that had recently been moved about a mile out of town, and I wrote to a friend of mine only a day or two since, to give me some facts in relation to the value of real estate in that place, and he did so. I have his letter here.

Mr. PUTNAM. I do not think that letters from gentlemen in Fitchburg come even within the very wide latitude that has been allowed in this hearing.

WITNESS. I will state that a piece of property which sold in Fitchburg for $5,000, five years ago, was purchased recently for $41,500. This chair factory that I speak of, which was operated by steam, purchased the land by the acre; but now it is being sold in the immediate vicinity at forty cents a square foot. It seems to me that if manufacturing establishments could be induced to come to East Boston, we should have quite a lively city of our own.

Cross-examination.

Q. (By Mr. PUTNAM.) How long have you been a large land-holder in East Boston?

A. I am not a large landholder.

Q. How long have you owned land in East Boston?

A. About twenty years.

Q. Did you purchase it yourself, or did it come to you by inheritance?

A. I purchased it myself. I went there as an apprentice.

Q. What did you give for your land?

A. The first lot I bought, I gave four cents a foot for. It was at the corner of Bennington and Byron streets; and I could have bought land within six months immediately adjoining it at four cents a foot.

Q. Is your land all in lots, or have you any considerable tract altogether?

A. The first lot to which I have referred I sold to one of the employés of the rolling-mills, some fifteen years ago. I guess I held it some five years.

Q. What did you sell it for?

A. Six cents.

Q. I understand you to say that the freeing of the ferries would facilitate matters for the Cunard line, and make it more desirable for them to come to East Boston?

A. I think I said it would be a facility granted to the importers of Boston, and encourage that line to come to Boston.

Q. You think it would make a difference in respect to the Cunard line being willing to come to Boston to have the ferries free, do you?

A. I didn't say so. If the tolls were abolished, the importers would save just so much on their goods; that is, there would be so much less expense on the teaming of their goods.

Q. Didn't you say that would tend to induce the Cunard line to come to Boston?

A. No, sir.

Q. I supposed you could not have meant it, if you did say so, because you know perfectly well that all the Cunard freight in New York is taken to Jersey City, and is carried across the ferry, don't you?

A. I do, sir.

Q. The ferry there is not free, I take it?

A. It is not.

Q. (By Mr. STONE.) I should like to ask the probable value of one of these loads that comes from the Cunard steamers?

A. Sometimes it is a piece of machinery, sometimes it is a case of dry goods, sometimes a load of oranges, or a load of figs, or a load of iron or steel.

Q. What would the value of the load's average? A thousand dollars, or anything like that?

A. I can't tell you. I know how many tons come, and I know how many teams pass across with it; but the value of them I have no means of knowing. One team will come off with a load of steel, another with a load of tin, another with a load of oranges, another with a load of lemons, another with a load of figs, and another with a load of dry goods.

Q. Would this ferriage amount to a large percentage on that load?

A. A hundred teams a day would pay $15 each way.

Q. Is that a large percentage of the amount that would be taken across in those hundred loads? Is it burdensome to that property that comes across in the hundred loads?

A. I have given you my reasons why I thought —

Mr. STONE. I don't care about your reasons. I ask you if the ferriage is burdensome or not burdensome?

A. It is burdensome in a degree; so much so that I think the city should remove the burden. Everything of that kind would be a help to the importers of Boston, in their competition with the New York merchants.

Q. That is not what I asked. What I want to know is, whether it is so burdensome to that property which comes from the Cunard steamers that the city should take that load on itself?

A. I think the city would do a wise thing by removing this

load, and making the ferries free, for the good of the whole city.

Q. (By Mr. WINCH.) Are you conversant with the method of loading grain in New York?

A. I am not.

Q. You don't know anything about the comparative advantages of the two methods?

A. I have seen them load with the floating elevators. I have seen scows that carry eight car loads of grain go alongside of a ship and discharge it. I stated just what this gentleman said to the Cunard agent, that they had nothing in New York equal to the elevator on the Boston & Albany Railroad wharf.

Q. Do you refer to elevators, when you speak of scows?

A. Yes, sir.

Q. What quantity do they take?

A. I have seen them as I have passed up the harbor, and they told me where they came from.

Q. You don't know what load they took?

A. No, sir.

Q. You don't know the rapidity with which they can load a ship, in comparison with the Boston & Albany elevator?

A. I do not.

Q. (By Mr. DICKINSON.) What do you think would be the effect of removing the tolls upon real estate in East Boston?

A. I think it would increase the value of the vacant land, because, hoping, trusting, believing, that we shall have manufacturing establishments located there, I think it would create a demand for houses, and therefore our vacant land would come into use.

Q. Do you think it would have any effect upon other lands?

A. If I was an assessor and was passing through a place, and taxing the vacant land 25 per cent higher, I should have to tax the land under a house higher also.

Q. There are a great many buildings over there now that are vacant, are there not?

A. Yes, sir.

Q. There are buildings suitable for occupancy by manufacturers vacant, are there not?

A. There are not a great many, although there are some.

Q. What would be the effect, in your opinion, upon the value of such real estate as that?

A. I think it would bring it into the market.

Q. What would be the effect upon the salable value of it?

A. I think it would bring it into the market.

Q. It might bring it into the market, but would it increase its value?

A. It would increase its value.

Q. If it would increase its value, will you tell me whether that increase in value would not counterbalance the removal of the tolls, so that manufacturers could not any better afford to locate there than if the tolls remained as now, with the land standing at diminished values?

A. My idea is this: That they would rather pay an increased rate of taxation and have the incumbrance of the tolls removed. I think they could better afford to do it. There is the annoyance of paying the toll, and the expense of paying the toll; and I think if the tolls could be removed, the tide of population would set that way very strongly, because it is a fine locality; it is an excellent place to live; we have better air —

Q. You are getting off my question. I don't deny the salubrity of East Boston; but is it not true, that you are confounding the disadvantage of ferries with the disadvantage of tolls, and arguing that the removal of the tolls will remove all the disadvantages of the ferries? Is not that what you are doing?

A. In answering your question, if I correctly understand you, I should differ from one witness who has been on the stand, who said that being obliged to go over there by a ferry is a disadvantage. I don't think it is; I think it is a pleasure to ride

over in the boats, rather than to walk over a cold bridge, or go across through a tunnel.

Q. (By Mr. WILLIS.) Have you known of any tract of land in East Boston being bonded, contingent upon the freeing of the ferries?

A. Yes, sir, after the vote by the Board of Aldermen, and just previous to the matter coming before the Council, I bonded a lot of land which was sold in 1854 for $35,000, if I understand the original owner correctly, and had been in the market for a number of years at $25,000, — a splendid wharf lot.

I bonded that for $25,000, on which a gentleman proposed to make an expenditure of about $60,000 to improve it, and on which he expected to have capital to aid him in putting up a manufacturing establishment.

Q. That depended entirely upon freeing the ferries?

A. I don't think it did entirely. I think it turned his attention that way.

Q. (By Mr. KEITH.) This property was not bonded on your own account, but as agent for another party?

A. Yes, sir.

TESTIMONY OF NEHEMIAH GIBSON.

Q. (By Mr. KEITH.) You are a resident of East Boston?

A. I am, sir.

Q. How many years have you lived there?

A. Since 1840, with the exception of about eighteen months.

Q. You have been one of the directors of the ferries since their purchase by the city?

A. Yes, sir.

Q. And you are also one of the Board of Aldermen, I believe?

A. I am, sir.

Q. I will ask you in regard to the tolls during the last year whether many of these tolls were not in the nature of permanent improvements, or were they in the nature of ordinary improvements, that would have to be incurred annually in running the ferries?

A. A very large portion of the outlay of the past year has been for extraordinary expenses.

To commence with, at the South ferry, our hospital dock was too small for our present-sized boats. At the time the company started, they run boats very much smaller than we have now, and we hadn't width enough. The property adjoining us was owned by a private individual, and we could not cut into his wharf, so we were obliged to cut into our own, in order to enlarge what we call our hospital dock. We have always one boat off undergoing repairs. Then we built a new and convenient head-house, which cost, with its appurtenances, $9,000. In addition to that, we had on the south side of the ferry, an additional piece of wharf which we had to rebuild; and we built a coal house which holds about 2,400 tons of coal. I think the whole thing cost somewhere in the neighborhood of $15,000. That is an improvement which will stand with a very small outlay for repairs, for the next ten years; and the head-house to which I have referred will undoubtedly stand for the next twenty years. The coal house will stand for fifteen or twenty years; and the wharves, with occasional planking the top, will stand twelve or fifteen years.

Q. Then a very considerable portion of the outlay last year was in the nature of permanent improvements?

A. Yes, sir. In addition to that, we had to renew what we call the head of our drops. That was a very expensive job, much more so than people who are not familiar with it would suppose, on account of our being obliged to put down such permanent foundations. When done well, as it is now, it will probably stand twenty years. The work has been done

thoroughly, and the timber is put down so low that the water flows over it, and it will be preserved for years.

Q. What is the present condition of the ferries as compared with their condition previously?

A. We are, of course, in a far better condition in every particular. When the People's ferry started, the boats were newer, but at the present time, our boats are very good. We have one or two boats that we shall be obliged to spend some money on this season. We have called for an appropriation to put a new boiler into the "Grant," which we estimate will cost $9,000 or $10,000. We have also got an item of $50,000 for a new boat.

Q. Let me ask you, whether in your judgment the appropriation asked for is sufficient for the purpose of meeting the running expenses of the present year, and the building of this new boat?

A. I haven't a doubt of that unless we meet with some misfortune, such as Mr. Kelly suggested. We are, of course, liable to strike a vessel. We have had occasionally to pay $100, $200, or $300, in consequence of such accidents, which we cannot foresee; but I am very certain that our estimate is figured large enough for the present year, running four boats?

Q. Then, with the new boat, you will have a spare boat on each ferry in case one is out of order?

A. Yes, sir. We find it is necessary for us to have them, from the fact that a steamboat is a thing that is liable to give out at any moment; there are so many things connected with it, either of which, if it gives way, will take considerable time to repair. Therefore, if we have four boats running, we must have two spare boats. We have managed very well the past year, and have had no great difficulty, except on one or two days when some important part of the machinery has been broken, which could not be replaced at once.

Q. Then, after building the new boat contemplated by the

appropriation of this year, do you think you will be able to run from three to five years after this time at a less rate than the expense will be this year?

A. Of course, if we multiply our boats, we increase certain expenses which are necessary. Each boat requires a certain outlay per annum, such as painting, planking, and other repairs.

Q. But the outlays of last year and this year you will not have to incur next year, or hereafter, will you?

A. No, sir; we didn't incur all the expenses last year upon our boats, any more than we shall have to this year. A considerable sum was spent upon the landings. Our landings are now in good condition, and the repairs will be very small for the next seven or eight years.

Q. You have built new houses for the accommodation of passengers, have you not?

A. Yes, sir; what we call head "head-houses." We built one head-house at the South ferry, in East Boston, and repaired that on the other ferry, and made very extensive alterations upon the slips, costing about thirty-three per cent. on the North ferry, what it would to have them put in new, in consequence of the piles being driven so wide that our boats would not touch either side within four feet; consequently it took a good while to drift in and get the boat hitched to the drop.

We had to drive piles inside, so that the guard would be steadied by the piles right up to the drop. That makes a permanent improvement. Then, on the North ferry, we had one of the pier heads give way and we were obliged to build a wharf to sustain it. We have now got a wharf that will stand fifteen years. Then, on the East Boston side, the piers were run down so that we had to repair them up, and, in short, every thing was so out of order, that we had to spend a great deal of money upon every department of the institution. Our drops, of course, are things that wear out very quick; still they may be preserved for a long time if well taken care of. We built one new drop,

and two tanks, which cost us some $10,000. This drop will last, with good usage, for twenty years. We repaired another, which I consider a played-out drop, but the old company sold it to the parties who sold to the city.

Q. You were formerly connected with the ferry, were you not?

A. Yes, sir, for three or four years; and being right on the spot, and most of the gentlemen associated with me being advanced in life, I had more care of it than the others.

Q. You are in favor of free ferries?

A. Yes, sir. I look upon it as a just and reasonable thing, taking the whole matter into consideration.

Q. Now, will you please state your views?

A. I would like to say a word upon it. I believe all the other avenues out of the city are free. Within the last eighteen months, Chelsea bridge has been made free, the old Charles River bridge, Warren bridge, the Lechmere Point bridge, the Hancock bridge, the Western avenue, the Mill Dam and the bridges in Weymouth and Quincy are all free, I believe, though I am not so particularly acquainted with the last named. Now, you cannot expect a place to flourish, the principal avenue of which is burdened with a toll from which all the avenues in its vicinity are free. We cannot keep up with our neighbors unless we can have as good a rope to pull on as they have. That is all we ask.

Q. Now, sir, with regard to your facilities for commerce there. Have you large accommodations for shipping, which are unused and unoccupied at present, in East Boston?

A. Yes, sir, we have; and so it is a great deal on this side the river. We have good accommodations which are unoccupied. One reason is, as is well known, the change that has been occasioned by the introduction of steam vessels; there are not so many wharves required now as formerly.

Q. Has not the construction of the Atlantic avenue reduced the wharf accommodations of the city proper?

A. It has reduced them right in the heart of the city.

Q. That avenue goes right across the wharves, and occupies some twenty-seven acres, does it not?

A. I don't know, but I should think nearly that; very large docks have been filled up, commencing at Lewis wharf and ending at India wharf.

Q. I will ask you as to the effect which the Grand Junction Railroad has had upon teaming; whether it has relieved the ferries of the heavy teaming that used to go over there?

A. I don't know that it has; I think there are other things that have come in, and that there is as much teaming done as there used to be. The teaming of ship-timber has ceased; that comes in largely on the railroad; but the road brings in some other material which I should say would nearly take the place of that.

Q. Does not all the grain coming from the West pass in bulk by the Grand Junction Railroad to the Boston & Albany elevator there?

A. I don't think there is very much grain taken from that; there is some.

Q. My question was whether the operation of the road has not had a tendency to cause the heavy freight to be taken in bulk around to East Boston, instead of going through the city and across the ferries?

A. I think that full as many goods are teamed from the Grand Junction road, judging from the appearance of teams coming from that way, as are teamed from this side to the rail road.

Q. What I mean is, whether the operation of the Grand Junction Railroad has not reduced the amount of heavy teaming from this side across; whether the vast amount of grain that comes from the West does go round in bulk by the Grand Junction road.

A. I don't think a great many grain dealers buy at the elevator. My opinion is that they buy most of it on this side, in the shape of meal, all ready to be sold.

Q. Since the opening of the Grand Junction road, are there not a good many cars every day running round and depositing their freight on the East Boston side?

A. Yes, sir; there are one or two trains coming in every day, and one or two leaving.

Q. Now, but for the Grand Junction Railroad, would not all that freight have to go across these ferries?

A. Yes, sir.

Q. Then it seeks its outlet by the Grand Junction road, rather than by the East Boston ferries?

A. Yes, sir; I think it does.

Cross-examination.

Q. (By Mr. PUTNAM.) Is the freight that comes round to East Boston by the Grand Junction road freight that formerly crossed by the ferry, except ship lumber?

A. I notice nearly every day when I see the trains, that there are from two to six cars loaded with oil. The depot for kerosene oil is on the railroad company's land, and the people who are running the oil works have scows which come up there, and the oil is taken away in the scows.

Q. Did that oil formerly cross the ferries?

A. No, sir; there is a great deal of freight that comes in the cars, and is not landed there at all; for instance, there are many goods which go through without breaking bulk, to New Hampshire and Maine, and are distributed there.

Q. Did any considerable amount of that freight which is now brought by the Grand Junction road formerly cross the ferry?

A. I don't think there was very much crossed the ferry — not of the real Grand Junction freight. The Calcutta cargoes

nearly all cross the ferry, and there is a very large amount of goods coming by the Cunard line, which are taken across the ferry to the city.

Q. You don't think that commerce will be likely to be revived by freeing the ferries, do you?

A. I don't think it is going to revive commerce, by any means; but I think that every tax you take off helps it to a certain extent. One great difficulty is the price of labor; you have to pay thirty-three per cent more for labor than you did in 1855 or 1860, and you don't get half so much from the labor as you used to.

Q. Then freeing the ferries has nothing to do with reviving foreign commerce or ship-building, has it?

A. I don't see where it comes in, only as taking off an expense from those who are immediately connected with building there.

Q. As long as commerce and ship-building were prosperous, East Boston was prosperous, wasn't it?

A. From 1849 to 1860, we were what might be called prosperous. We had tolls at that time, but some of the time the tolls were low, and teaming was a good deal lower.

Q. And you had less accommodations?

A. Yes, sir; our accommodations were less, but they were not required; there were not so many people.

Q. As population increases, the accommodations must increase?

A. Yes, sir.

Q. It is likely to increase in the future as it has in the past, isn't it?

A. Yes, sir; but the increased accommodations don't cost so much in proportion; for instance, we can put on a new boat now, and it will not cost anything in comparison to the boats we now run. That is to say, our landings, slips, drops, and buildings are already provided, and if we have another boat,

they will cost us no more. We have not got to duplicate the crew. If we put on a boat to run eight or nine hours, we need but one crew. Now, every boat has a double crew, because they run day and night. If we find it necessary to put on another boat, all that will be required will be one captain, one engineer, two firemen, and two deck hands — five men: that constitutes the crew, with the exception of the person, male or female, who cleans the boat. Of course, every boat suffers a certain depreciation annually, which has to be made good by repairs.

Q. You are in favor of moving the slip to T wharf, or of purchasing it with a view to making a ferry landing there?

A. I am, decidedly. I am in favor of giving all the accommodations that the people require; if they say they require a new landing on this side and are willing to dispose of the old one to pay for the new one, I am in favor of it.

Q. Or if the people of East Boston call for a new landing at T wharf, in addition to the old landings, you think they ought to have it?

A. No, sir; you don't exactly understand me. If we move over to T wharf, we have got one of the best wharves in the city to dispose of. It has 245 or 250 feet right on the channel.

Q. Your idea is, if you go to T wharf, to sell that property?

A. Yes, sir; to pay for the land at T wharf; unless the people living near the North ferry should prefer to shift their ferry down. In that case, we could sell the North ferry.

Q. You have no idea of running the three?

A. I see no necessity for that for generations yet unborn.

Q. How many boats could you run on the ferry, as it would be in case T wharf were purchased, and of the other changes made which you suggest?

A. We can run four, in either case. We can run four at the present ferries, where we run two, at only a small additional

cost. The slips are there, the drops are there, the houses are there.

Q. You want to run four boats?

A. Yes, sir.

Q. And keep two boats?

A. Yes, sir. Understand me; on the South ferry we run one boat all night. Every gentleman sees that that is a tremendous tax upon a boat. It is running twenty-four hours in succession. We run another from half-past five until half-past seven. That is a pretty heavy tax also. We run both boats on the North ferry until twelve o'clock. Suppose one of the boats has a bad break and before we get her repaired one of the others gives out; we have got no boat to take her place. We must have two spare boats to keep the line up.

Q. These boats have seen considerable service, haven't they?

A. We have the "Lincoln," which is as good a ferry boat as there is in the United States; that is, she is good and stanch in every particular. She was built in 1861, for the Williamsburg ferry in New York. I bought her in Washington, and know all about her.

She is in good order throughout; she has a splendid engine, a good boiler in her, and is as economical a boat to run as there is anywhere in the country. Then take the "Grant"; she was built, by George Law and Vanderbilt, in 1858, and just before the war she was burned, and George Law rebuilt her thoroughly. Her timbers are very heavy. He is a heavy man and everything he builds is heavy. All her timbers are the heaviest of any ship in the country. When I bought her for this line I put in a new deck and new houses, spending some $20,000 on her. She is a first class boat, with this solitary exception, — she is a little narrow on the bottom, and having such a heavy top, and taking such heavy loads, — she will take sixteen or seventeen teams, with four or five tons apiece, — she is a little tender; but she acts very well.

The other boats were built in New York in 1854, for the People's ferry. The "Jefferson," I think, is a very good boat. I don't know but she needs some repairs, but I believe her a very fair boat; I don't call her a new boat, by any means, but she is perfectly safe to run. The "John Adams" is about the same. I call them both fair boats.

Q. You would not expect to run the "Jefferson" and "Adams" a great many years, would you?

A. I don't know why they can't run for the next ten years, with moderate annual repairs; but take a brand-new boat, and you have got to repair her a little the first month, more the second, and so on. You have got to calculate upon that.

How much repairs should you consider these boats would need, on the average, for the next ten years? I mean what would be a fair allowance to make for depreciation on the whole concern, boats, drops and everything?

A. I should say ten per cent, or better with good husbandry.

Q. Per annum?

A. Per annum; I mean, to keep up a good, respectable looking institution, such as the city of Boston, of course, would want.

Q. When you were on the board of directors of the old ferry, you thought, did you, that ten per cent was about a fair allowance for depreciation?

A. I don't recollect exactly what we returned. We used to make a return, but we didn't keep up the boats in the way that I would have them kept up.

Q. If the old ferry company required ten per cent for depreciation to keep the boats up in no better condition than they did, I suppose it would cost a little more to keep them in such order as the city would do it? You would spend a little more per annum probably than the old ferry company?

A. We might strain a little more, perhaps, than the actual

fact would warrant. My judgment would be, that about ten per cent. would cover the depreciation on all the articles named, — drops, slips, boats, boilers, engines and hulls.

Q. Ten per cent on the whole capital invested?

A. Well, I wouldn't say ten per cent on the real estate, nor on the buildings, because our buildings will go beyond that time, and the boilers are going beyond that time. It would cost more to keep the hulls in repair; but, taking the whole thing together, I should say that ten per cent would be a fair estimate.

Q. Do you really think, giving the subject careful consideration, that the matter of tolls, not the ferries, has been a serious drawback upon the prosperity of East Boston?

A. Well, I have often looked over the other sections of the city, to arrive at conclusions. Now, we will swing a circle from Mystic River round to South Boston; it has been a toll country, as you are aware. Then swing round two-thirds of the circle, and what do you find? I say that it is like an orchard eaten up with canker-worms, compared with one in a healthy condition. I say that is a fair comparison.

Q. What do you think about Cambridge and Charlestown? They have had tolls until within a very short time.

A. A very low rate of toll.

Q. But they were tolls, were they not?

A. They were tolls; I admit that a ferry is a detriment, anyhow; there is no disputing that fact.

Q. Consider it a little further. Look at Brooklyn, New York. Has Brooklyn ever suffered in comparison with surrounding places on account of the tolls on the ferries?

A. Brooklyn is largely populated with people who do business in New York. They must live somewhere, and they are forced to go there.

Q. Can't they go up to the other end of the Island?

A. What means of transit have you got to carry them four or six miles up the river? There are no facilities to carry them up there, and there could not be.

Q. Did not Brooklyn begin to be a thriving place before New York had extended far up the Island?

A. There were no accommodations to carry people up there at night. I have travelled Brooklyn the last ten years. It is some eleven miles long from Greenpoint to theb urying ground.

Q. It has been a thriving and prosperous place for a great many years back, has it not?

A. Certainly, so far as my knowledge goes.

Q. Since the time when New York had not extended half so far up the Island as now?

A. Yes, sir.

Q. Brooklyn has always been a thriving and populous place, has it not?

A. Certainly; ever since I knew it, Brooklyn has been going ahead all the time.

Q. Then tolls don't necessarily keep a place down?

A. It might be a serious injury to one place and not to another. The people of New York are obliged to go to Brooklyn, whether they go in a steamboat or rowboat; they can't find any place to live in New York.

Q. Were they obliged to go there when Brooklyn began to be a thriving place?

A. When we compare New York with Boston, New York is the great commercial centre of this country, and always will be. Boston will be a tenth-rate city in comparison.

Q. Why can't you answer my question? I ask you if Brooklyn was not a thriving and populous place when there was plenty of room in New York?

A. I don't know what part of New York you refer to where poor men can live unless you suppose they could walk six miles twice a day. I say, that the tolls injure Brooklyn; I have no doubt that could be ascertained to be the fact. I understand — I don't know whether it is true or not, but if not, it probably will be in a short time — that the city of New York, or some

parties, have hired the ferry companies to reduce their tolls some part of the day.

Q. My question was this: You have said that the reason why Brooklyn was prosperous in spite of the tolls was that people were driven across there because they could not go anywhere else. Now, I ask you whether that was so twenty years ago, when New York was by no means so densely occupied as it is now. You say, that even then, it was difficult for people to get up the Island, and easier for them to cross the ferries to Brooklyn. Now, I ask you why it was any harder for the people to get up the Island, than it is now for the people of Boston to get out to Dorchester; the argument being here, that Dorchester people have a great deal easier and readier mode of getting to and from City Hall than the people of East Boston, because the people of East Boston have to pay tolls on the ferries?

A. Well, I will say, in relation to the Brooklyn ferry, that the New York people have to cross either the North river, or the East river, to find places to live. The tolls upon these ferries are very burdensome, more especially to the masses of the people, who have to use them twice a day. The great mass of the laboring population, both male and female, cannot exist in the city; there is no place for them; they must cross either the North river or the East river.

Q. Can they not go up the Island?

A. There is no means of transit, and the distance is too great for them to walk. They are compelled, therefore, by the necessities of their position, to cross either one ferry or the other.

Q. Then it is easier for the working people of Boston to go across to East Boston than to go out to Dorchester?

A. I should prefer to go across and pay my toll; others might prefer to walk out or ride out.

Q. Would not the same inducements which sent people to

Brooklyn instead of up the Island, in spite of the tolls, operate to send them to East Boston instead of Dorchester?

A. The two cases are not parallel, because the city of New York has a river on each side, while we have a prosperous country on one side, with no rivers crossing it. All any man need to do is, to cast his eyes around the circle I have mentioned to see where prosperity rules and where adversity dwells.

Q. Then, as I understand you, after considering this matter, in spite of the example of Brooklyn and Jersey City, you still think that the tolls are what keep down East Boston, and prevent its being as prosperous as the surrounding country?

A. Well, I believe that the tolls have had much to do with it. I believe the fact may be assumed that the prosperity of a community depends, in large measure, upon the diversity of their business. If a place has many kinds of manufacturing and mechanical industries, some portion of them, at least, will be prosperous at all times. But the attention of the Island Ward, was, unfortunately, I might say almost exclusively, turned to the building and repairing of ships.

Q. You don't mean that taking off the tolls is going to diversify the industry of East Boston?

A. I did not make that assertion in that view; but while we were building and repairing ships, and our wharves were improved, and our mechanics busy, other forms of industry were unfortunately neglected.

Q. Your trouble, then, in East Boston, grows out of over investment in one direction? You went too much into one thing?

A. Well I think so. I do not think we went too much into ship-building, so long as ship-building was a prosperous business; but when that ceased to be profitable, our large yards were left idle.

Q. You think taking off the tolls is going to revive East Boston very considerably?

A. I think to the extent of the toll, it will help the place.

I think East Boston will be mainly a dwelling place for people of moderate means, it is so easily accessible from this side. I can go from this side to my house in half an hour, easily, and take my chance for the boat. It is so handy that poor men and women, who have to work for their daily bread, can go across and pay the toll. If they can go free of toll, it will relieve them so much.

Q. Can they not go across just as handily now as they could if the tolls were removed?

A. No, that is not so. Go down there at night, or in the morning, and you will find that a great many lose the boat on account of the delay caused in taking the toll. Although we have men to take tolls at both entrances, they are both blocked up, because the men cannot take the tolls as fast as the people come.

Q. That is the only obstacle that arises from the tolls, is it?

A. Not at all; the amount of the tolls is a direct tax on the people.

Q. I was asking you whether they could not go just as rapidly and easily now as they could if the tolls were removed, and you said they could, with the exception you have named.

A. Yes, sir; when the tolls are removed the gates would be thrown open.

Q. Don't you suppose that the increase of rents will make East Boston a more expensive place for these poor people you speak of to live in, and will more than offset the saving in tolls?

A. Very likely it will, in many cases, in the hands of hard landlords. If the demand for houses is great, they will put up the rents.

Q. Will not a rise in real estate naturally cause an increase in rents?

A. It will have a natural tendency to do it. A place that

has business can afford to pay better rents than a place where there is no business.

Q. I understood you to propose taking off the tolls to make East Boston a desirable place for poor people to live in, — not to help business.

A. You did not understand me to say that it would not help business. I never made any statement of that kind. The remark I made was, that the toll was a tax to the extent of the money paid, and therefore it makes everything cost *pro rata* more.

Q. Was it a tax upon ship-building?

A. If you send a team over to get a load of iron, copper, or anything else, whatever you pay out for tolls is so much added to the cost of the ship, because it comes in somewhere.

Q. You understand, then, that it is a tax on business?

A. Yes, sir.

Q. (By Mr. BROOKS.) I understood you to say, in reply to one of the questions of the counsel, that in case the public demanded four boats, instead of two, the present slips and drops would accommodate them. Did I understand you rightly?

A. We could run four boats on the South ferry without any extra drops.

Q. Was there not quite a large amount of new piling driven, which came into what you call extraordinary expenses?

A. Yes, sir. I intended to state that fact; we drove new piles for one of the slips on the South ferry on the East Boston side, and largely repaired the other, and also one on the Boston side. It is pretty clearly to be seen, taking what we expended last year, and what we call for this year, and by the city documents, that we had a large amount of expenses last year for extraordinary repairs, which will not come along again for the next ten or twelve years.

Q. I understand you to say, that, in case the public demanded it, we could, without any additional room, run four boats at each ferry?

A. With an additional drop put in at the North ferry, the same as we have at the old ferry, we can run four boats at each ferry. No additional landings or slips would be required.

Q. (By Mr. WILLIS.) Did I understand you to say you have but four boats?

A. We have five boats; we run four.

Q. (By Mr. NOYES.) Do you consider the relations between the city of Brooklyn and the city of New York the same as the relations between Boston and East Boston?

A. Well, those are two different municipalities, while this is one. That is the only difference, but it is an important one. Brooklyn is an independent city on one side, as Jersey City is on the other.

Q. (By Mr. PUTNAM.) Then you think that if East Boston were not a part of Boston, it would not suffer so much from the payment of tolls?

A. Well, I have been led to look upon the city of Boston in this way. It has now sixteen Wards, some of which are old and some young. They stand like a family of children, some old and some young. The older ones are able to go out and get their own living, but the younger ones require a little help. I understand our position to be this. We require a little more help. We have made you rich. What would your property be good for, if all we have done for you were taken away? Good for nothing. We require, I repeat, a little help, while we are young. We all have to be nursed a little, or we shall never mature and make men. That is just our position. We are one of the young members of the family, and we young folks must be helped by the older.

Q. (By Mr. TAYLOR.) Do the directors of the ferries have entire charge of the management of the ferries?

A. The directors have entire charge of everything.

Q. I ask the question because of a statement that was made by the clerk of the ferry when he was before the committee. I will ask you what are the duties of the clerk?

A. His duties are to attend the meetings of the directors, keep the records, receive the money, and turn it over to the city treasurer once a week.

Q. (By Mr. EMERY.) I would like to ask you if East Boston has not been a Ward as long as any of the Wards of the city; and if that is so, I would like to know how you make it out that they are young children?

A. I believe that the Ward we are now in was well settled when there was nothing more than a farm-house on the Island. I meant by young Wards, the outlying Wards round the city, where improvements are constantly going on; and as they become populated, the city stretches out beyond them, and then they in turn contribute to help the new Wards in the same way in which they were helped. New streets must be laid out, water introduced, and various improvements carried on, and the old ones must pay a little more tax than the new one.

Q. Yes; but I want to know how you can call East Boston a young Ward?

A. I call a Ward young that has a large territory ready for occupancy, and when it is filled up I call it matured. When all the land of East Boston is occupied, then it will be an old Ward. I think the time is coming, it may not be for a generation, when it will be self-sustaining.

Q. (By Mr. BROOKS.) Was not Ward One set off from Ward 4, which makes it a young Ward?

A. I know I used to vote in Ward 4. I don't know how long ago it was made an independent Ward; I think it was in 1850.

On motion of Mr. NOYES, the Committee adjourned to Monday evening, May 8th.

SEVENTH HEARING.

MONDAY, MAY 8, 1871.

The meeting was called to order at ten minutes to eight o'clock. In the absence of the regular Chairman, Mr. Sayward, of Ward 16, was chosen Chairman, *pro tempore.*

Petitions in favor of free ferries were received as follows:

Of H. N. Seavens, Jos. M. Ellis and 43 others; J. M. Folts and 48 others; George Durham and 42 others; L. C. Howard and 45 others; Michael M. Donough and 43 others; D. L. Adamson, George F. Loring and 42 others; B. F. Mahan, E. W. Hopkins and 34 others; John Ball, P. M. Crane and 31 others; George H. Taylor, John King and 40 others; W. B. Lake, Fredk. L. Smith and 38 others; A. B. Grueber and 40 others; W. S. Harrington and 21 others; N. W. Hahn and 34 others; John H. Murphy, J. R. Hall and 43 others; C. Schwaar & Co., C. S. Glidden and 38 others; Wm. Harris and 36 others; Joseph Holbrook, D. L. Smith and 43 others.

TESTIMONY OF JOHN P. OBER.

Q. (By Mr. Keith.) You were formerly connected with the city government for several years, I believe?

A. I was, for several years.

Q. For how many?

A. For seven or eight.

Q. You were an alderman of the city, I believe?

A. An alderman three years, in the Council four years, and assessor one.

Q. Have you been familiar with these ferries for many years?

A. I have, for about thirty years.

Q. Will you state to the committee your views upon this question of free ferries?

A. I have been a strong advocate for freeing the ferries always. I believe it would be just to the citizens of East Boston to have them free, and I believe that by so doing the city would be benefited very much, owing to the very extensive water privileges they have there that could be improved, and by that means draw trade to the city.

Q. Will you state a little more in detail as to the facilities for commerce there, as compared with this side of the channel?

A. They are much more extensive, I should think, there. There is deep water all round the island, and the advantages are very great.

Q. How is it in regard to the occupancy of the wharves this side, and the diminution of them during the last three or four years?

A. They have been diminished somewhat by the Atlantic Avenue, and probably will be more.

Q. Will you state as to the facilities for mechanical and manufacturing establishments in East Boston, as well as for commerce?

A. I think it has very superior advantages for all kinds of mechanical business, especially for ship-building.

Q. Whether, in your judgment, it is essential to the prosperity of the the city that the ferries should be free?

A. I believe it is, sir.

Q. You are a resident of East Boston, I believe?

A. No, I am not.

Q. Have you ever been?

A. Never.

Q. What ward do you reside in?

A. I reside in Ward 4.

Q. Have you any landed interest in East Boston?

A. Not any; I have had, formerly; I have none now.

Q. How long ago did you have landed property there?

A. I should think I disposed of my interest there some six or seven years ago. I held the property ten or twelve years.

Q. What value did it bear when you ceased to be the owner of it, as compared with its value when you purchased it?

A. Well, from the time I purchased it until it was sold, the depreciation was about seventy-five per cent.

Cross-examination.

Q. (By Mr. PUTNAM.) Have you any interest in any corporation located over in East Boston?

A. Not any.

Q. No corporation in which you are interested has any property over there?

A. I don't know of any.

TESTIMONY OF FRANKLIN HAVEN.

Q. (BY MR. KEITH.) Will you tell us what ward you are a resident of?

A. Ward 6.

Q. You have never been a resident of East Boston, I believe?

A. No, sir.

Q. How many years have you been connected with the Merchants' Bank, as its President?

A. Ever since its organization.

Q. Have you been more or less conversant with these ferries and the ferry question for several years?

A. Somewhat, sir; not very much.

Q. Will you state to the committee your views in regard to the expediency of abolishing the tolls on these ferries?

A. Well, sir, I have a very decided opinion upon that subject, which is that the tolls should be abolished. I think it is due to East Boston and due to all parts of the city that the ferries should be free.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Haven, you are a director in the Eastern Railroad, I believe?

A. Yes, sir.

Q. Large stockholder?

A. Not a large one.

Q. Are you interested in any corporation which has any property over there?

A. No, sir.

TESTIMONY OF THOMAS LAMB.

Q. (By Mr. KEITH.) You are at the head of some of the moneyed institutions of the city, I believe?

A. Yes, sir.

Q. What position do you occupy?

A. I am President of the New England Bank, and have been for some years.

Q. And of the Long Wharf Corporation?

A. Yes, sir.

Q. You are resident of what ward?

A. Ward Six.

Q. Have you formed any judgment upon this question of free ferries? If so, will you state your views to the committee?

A. I was for six years a frequent visitor to East Boston. At that time, I had some charge of the East Boston Sugar Refinery, and from 1852 to 1858, I used to be at East Boston almost every business day and sometimes twice a day, and I thought a great deal of these ferries, and a great deal of that locality; and it has seemed to me that the time would come, sooner or later, when there would be free communication between East Boston and the city proper, either by a bridge, by a tunnel, or by a ferry. Well, it seems that neither a bridge nor a tunnel

is practicable, and the communication must be by ferry, and the city has very kindly undertaken to do that work. I suppose the question now before the Council is on the extinguishment of a tax which amounts to about $150,000 or $160,000 a year for the convenience of people going to and fro between East Boston and the city proper. I suppose that the expense will depend upon the increase or decrease of the business and trade of that section of the city. My impression is, that that tax should be extinguished. I think it would be good policy for the city to do it on a great many accounts. In the first place, I think it is right and just towards the people of East Boston that it should be done. East Boston has now been a part of the city of Boston, Ward No. 1, for more than forty years, I think, and whatever the arrangement was in its origin, that has by time passed away, and most of its present inhabitants had very little to do with the settlement of the place. They went in there as people go to any part of the city. They are citizens of Boston, and it seems to me that they should have all the rights and privileges of citizens of Boston, and there should be no such thing as a tax upon the people of East Boston in getting from one part of the city to the other, or upon people who desire to communicate with them from this part of the city.

I look upon East Boston as a very valuable part of the city of Boston. I think it is becoming more and more so, every day that we live. The tendency of our public measures and public men of the Commonwealth and of the city of Boston has been and still is to reduce the capacity of our harbor, which, in my opinion, should rather have been enlarged and made more valuable. We know very well, that at this moment we are in a state of depression; we know that since our last war, we have had a derangement in our commercial affairs and in our currency, which has tended materially to the reduction of our commerce and trade — our commerce particularly; but this

depression is a thing which must pass away. We are not going to continue in this state a great while longer. These United States will live, our population is destined to increase, and we are not to hold the same relative commercial position that we now do in comparison with the rest of the world. The chances are that we shall advance, and if we do, the port of Boston is to be an extremely valuable port; you can only find one other on the Atlantic coast, and that is New York, which bears any comparison with it. If you go away from Boston and New York, you must go up into the bays — the Delaware and the Chesapeake — to get at the cities. We know that the tendency is to an increase in the value of our country for the transportation of merchandise, not only of our own production, but the production of other countries — Europe and the East Indies. We are going to have a communication between the Atlantic and the Pacific coast that will be very valuable to this port. I cannot go into that matter, but I think that Boston must not calculate upon things remaining as they are, but must look forward to a large increase in its business; and in anticipation of such increase, it seems to me that East Boston is a very important position in respect to the advantages which it affords for navigation. We have been reducing our accommodations round the wharves, and are now at work on the flats of South Boston, filling them up to make land there; and an opinion is expressed by gentlemen high in authority in the State Government favorable to such reduction. I am entirely opposed to it; I think that that ought not to be done; I think that we ought to save our harbor; that we ought to look upon it as the most valuable possession we have. Now, East Boston presents the best side of the harbor for all purposes of commerce and navigation. It has a southwest front, and we all know, who know anything about the wharves, and the business of the city, and our climate, that a southwest front is the very front that ll find business. Take Long wharf, for instance. You have

observed that I am President of that Corporation. I am, and have been for twenty years; and I can say that our southwest side is our important side for business; our northwest side is not. Take Commercial Wharf; it is the same thing. The southwest side is the warm side. For seven or eight months in the year, vessels can haul in and discharge their freight. They cannot do it with any degree of comfort on the northwest side. When you talk about filling up the flats of South Boston, and making South Boston a competitor with East Boston, you have that great disadvantage to contend with. They have a northeast front on those wharves That will not answer the purpose. Vessels will never go there, if they can go on a more comfortable side of the city, where there is deep water.

I merely make these remarks to illustrate my idea in regard to the value of East Boston to the City of Boston. I think that value has increased very rapidly, and as we go on in years, it will continue to increase in value, if the same disposition continues to fill up our harbor and reduce it to the mere channels that pass up and down.

There are other views which I take of this matter which make me think that it is desirable for the city to hold entire command of these ferries, uninfluenced by the effect upon East Boston or any other part of the city. If the city retain control of the ferries, they will retain them where they now are, and that consideration I think is an important one. You know very well, sir, that there is now a proposition before the city government (and an act has been granted by the Legislature for the purpose) to carry one of those ferry landings as far up as Long wharf, or perhaps further. The idea has been very strongly urged, as we all know, who are at all acquainted with the ferries of the city, of purchasing T wharf, for the purpose of making a ferry landing there. I am opposed to that, and perhaps I may be allowed to give my reasons for that opposition. I feel that it would be an injury to our harbor; I feel that the passage of

these boats by the end of Lewis wharf and Commercial wharf, and Long wharf, stirring up the water as they do by their paddle-wheels continually, would be an evil to the berths which are so important to vessels lying at those wharves. Then I think the less distance we have these ferry-boats running in the harbor the better, on account of the material that they throw out,—their ashes and other things, because there will be less filling up of the channel. I think that this measure is desirable in order to check the movement, because if these ferries are not now made free, the next course undoubtedly will be to press with urgency the carrying out of that measure, which would probably injure the city to a much greater extent than to continue the ferries as they now are, and make them free. The ferries are now entirely in the possession of the city, and nobody can interfere with them, and hence the right of the people to pass over them free. The only objection I have heard to that, is on the part of large concerns in East Boston, doing a large amount of teaming. It is said that if you make these ferries free, you will increase the team travel very much, which will impede the passage of their teams; that you will have too much travel for the boats; but I see that in the act passed by the Legislature, there is a provision which removes that difficulty, and allows the city to make the ferries free merely so far as relates to the travel from the city of Boston, and permits them to put a tax upon teams coming from other places. I think that will prove to be a wise provision, perhaps; I do not know much about it, but that is the fact. That objection, therefore, is obviated.

Q. I will ask you whether the facilities for increasing the commerce of Boston must not be found on that side, rather than on this?

A. I think there is no doubt of it. I do not believe that the South Boston flats are going to be valuable. East Boston, as I say, has a long southwestern front, on deep water, which must always make it valuable for large vessels. We know

that our large steamers now go there. Then, after the flats of South Boston are filled up, we shall have in the harbor of Boston only one space of flats, and that space is to the eastward of East Boston. To the eastward of East Boston there are 1,000 acres of water that are now useless, and that is the only part of the harbor of Boston, as I say, after the flats of South Boston are filled up, that will be left open, except what we can find up beyond the bridges towards the milldam. It has seemed to me very unfortunate that the public authorities have taken the course which they have seen fit to take in filling up our harbor as they have, for we know very well, speaking in general terms, that they have reduced the space of the harbor from about 7,000 acres down to less than 4,000. They have taken away 3,000 acres of the water of the harbor of Boston already, and they are now proposing to take away seven hundred or eight hundred acres, which they will probably do, of these South Boston flats. Then we shall have only that 1,000 acres to the eastward of East Boston, Apple Island and Winthrop, which I believe by and by will be important and valuable for the purpose of preserving the currents of the channel of the harbor, and we shall have to go to East Boston by and by, and ask them to give us some aid in that way.

I cannot think there is any other point connected with this subject than that matter of money, of $150,000 or $160,000 a year. I don't think that there is any unkind feeling on the part of the citizens of Boston proper towards the residents of East Boston, neither do I think there is any unkind feeling on the part of our new wards, 14, 15 and 16, towards East Boston. It seems to me there can't be anything of that sort. We know very well that East Boston pays its full share of the expenses connected with the enlargement of our city, which are very great, and they must be very great in these new wards. East Boston will have to pay its full share of these expenses, and why should not East Boston have some advantages? This

would be a very important advantage to them, and although it seems to be a considerable expense, I believe that a great deal would be very soon returned by the increase in the value of the property of that locality. It certainly will be largely increased whenever business becomes prosperous again.

Cross-examination.

Q. (By Mr. PUTNAM.) You look forward to a great increase in the manufactures and prosperity of East Boston generally, do you not?

A. I do, sir. I think that when we get over our difficulties, and get our currency and other matters in order, prosperity will return. And it is not altogether the currency, it is not altogether the result of the war; but we are in a transition state as respects our commerce. We have not yet substituted steamships for sailing vessels, to any very large extent, but we shall by and by, and then we shall have our share of trade, and East Boston will come in for its full proportion.

Q. East Boston, you think, will then thrive and prosper, and become a very populous place, whether the tolls are taken off or not?

A. I think so.

Q. Have you parted with your interest in the East Boston Sugar Refinery?

A. No, sir; I have $15,000 there.

TESTIMONY OF HENRY MAYO.

Q. (By Mr. KEITH.) Where is your place of business?

A. Commerce street.

Q. What is your business?

A. Fish business.

Q. Will you state the extent of that business in the city of Boston?

A. The estimates of the value of fish arriving in Boston in the last two or three years have been something over $20,000,000 annually.

Q. To what extent do you carry on the business?

A. I presume to the extent of a million of dollars annually.

Q. Now, will you state your views in regard to the importance of this question of free ferries, in connection with the interest with which you are connected?

A. With regard to our business, the depots for most of the fish arriving in Boston, have been T wharf, Eastern Packet Pier, Philadelphia Packet Pier, and Mercantile wharf. Nearly all the vessels arriving in Boston with fish have been unloaded at these wharves. Access to these wharves has now been cut off, with the exception of a part of T wharf, so that nearly all of the trade is driven to seek other localities. We ourselves have hired stores on Long wharf, and we have found ourselves much restricted and hindered in our business for want of room. I think we had vessels lying last fall, when we were very busy, and there was an accumulation of vessels in Boston, for as much as twenty days, for an opportunity to load at Long wharf; and others were troubled very much in the same way. We require in our business a great deal of room. The pickle must be retained upon the fish, we cannot pile them very high without great injury to them, and the consequence is, it takes a great deal of room, — more room than can be hired, so far as I know, with very few exceptions, in what is termed Boston proper; so that we have been driven to East Boston, and a great many more would go if it were not for the tolls. I know of parties in the business now who are wishing very much for opportunities to carry on their business, but who hesitate to go to East Boston, on that account. The tolls paid amount to a considerable sum. I don't know just how much we pay, but I think about $1,000 a

year, and of course we have either to add this considerable sum to the cost of our goods or deduct it from our profits. We, with others, are compelled to do our business with so close a margin, that it cannot very well be deducted from our profits, consequently it is a continual outstanding expense.

Q. Will you state whether or not there are facilities to an almost unlimited extent at East Boston for carying on this business?

A. I think there are. There are a good many unoccupied wharves which could be hired.

Q. You say that you have known people desiring to go into the business, unable to find accommodations on this side?

A. I know of such instances.

Q. State whether or not you are in favor of abolishing the tolls on these ferries?

A. I am, and for a good many reasons — good reasons, as I think. What I suppose would be most favorable to the interests of East Boston, and most favorable to the interests of people who have interests there, or who desire to visit East Boston, is a bridge. I presume it is not for the interest of the city, and perhaps not for the interests of the State, that the channel between Boston and East Boston should be bridged. I presume, however, if it were, that there is not a person to be found in Boston who would be in favor of charging a toll upon that bridge; it would be too manifest an exception to every other outlying portion of the city, and to every other adjoining city. Now, it seems to me it is asking too much of the people who live in East Boston, or who are obliged to visit East Boston, or have business interests in East Boston, to give up what would be the best thing for them, to wit, a bridge, because it is not for the interest of the city of Boston or the State to have a bridge, and to pay tolls in addition. I don't think that is right or just. I think it is of very great commercial importance to Boston that there should be free communication, that the access to our best and

deepest water should be untaxed. I know we are sometimes met with the idea that it is a question of transportation, but as it presents itself to my mind, it is not; it is simply a question of access.

Then I think it is a question of very considerable social importance to the City of Boston. There are, I think, about 40,000 day laborers in the city. I have had a good deal of intercourse with them, and been in a great many ways drawn to sympathize with them. When I first came to Boston, they lived very largely upon Fort Hill, in Purchase street, and the adjoining streets, in the vicinity of the Boston & Albany Depot, the Lowell and Eastern depots, and in the intervening space between Hanover and North streets; a good many in the Church-street district, and a good many in the Suffolk district. Now, from every one of these localities they have been either entirely or very largely driven, and if any gentleman will take the pains to go into the localities where they are forced to live, he will find them living not only in very small, close and necessarily very filthy quarters, but that they are obliged to pay enormous rents for such accommodations as they have. I have made some considerable inquiry among day laborers that I have at work for me, and I employ from fifty to one hundred, and I find that they pay from $3.50 to $5.50 a week for a single room; and in some cases, when they have a little room or a little closet adjoining, where perhaps one or two children can sleep, they pay as much as $6.25 or $6.50 a week. They represent to me that this is, as I know it is, a very serious burden. You may ask why they don't go to East Boston. They belong to a class who always object to going where they have to pay a daily fare; it looks like a great burden. Many of them do not know how much it really would cost. They are not accustomed to making calculations, they don't carry much money in their pockets, and they cannot be induced to go there. Now, it seems to me that it is a matter of very great importance to the City of Boston

what opportunities are furnished to these men and their children for obtaining pleasant and healthy homes. I believe that the city of Boston could well afford to run these ferries upon that single consideration alone, — the effect that it would have upon the status of its laborers, — if it cost $400,000 a year, instead of $200,000, or less, as it probably will.

Q. Whether to your knowledge there are large tracts of unoccupied land to be obtained cheaply in East Boston for dwellings for these laborers?

A. I believe there are six hundred acres of upland unoccupied.

Q. And that does not include any portion of Breed's Island, which is more than as much more?

A. No, sir.

Cross-examination.

Q. (By Mr. PUTNAM.) You hire wharf privileges over there for your fish business?

A. Yes, sir, we do.

Q. I suppose you would expect, if the ferries were freed, to pay higher rents before long, should you not?

A. Very likely.

Q. So far as economy goes, you would probably not save much money, comparing the increase of rents with what you now pay for tolls?

A. I don't know about that; I should save a good deal of time, and a good deal of trouble and annoyance.

Q. How would you save any time?

A. Because I believe our business would be done quicker and more promptly.

Q. You think that if the tolls were removed there would be less delay in crossing by teams than there is now?

A. I do.

Q. Is that because you expect larger accommodations, or because you expect fewer teams will cross the ferries?

A. Neither; it is because I expect it will take a great deal less time for each team to go across. I very frequently pass over in a team myself, and I am very seldom provided with tickets. I notice that a great many others are in the same way, and a man will run out to the line, take a quarter, and run back to the toll-house and get the necessary change; and so on through the line. In this way it takes considerable time to get the string of teams upon the boat.

Q. But if there is a long string of teams, and not more than a certain number can get on the boat, the rest of them wait, don't they?

A. Yes, sir.

Q. Then if the travel increases when the tolls are removed, the delay must be greater than is now caused by the tollman's making change?

A. I don't agree to that.

Q. These laborers are mistaken, are they not, in supposing that it would cost them more in tolls than they would save in rents, if they went to East Boston to live?

A. That may differ in different cases, but whether they are mistaken or not, it is impossible to convince them that it would be for their advantage to go to East Boston.

Q. Will you answer my question, please?

A. I don't know whether they are mistaken or not.

Q. You don't know whether it is cheaper to hire a tenement and pay tolls than it is to hire a tenement in Boston?

A. That depends upon how often they have to go back and forth.

Q. Supposing them to be day laborers on this side the water, crossing once or twice a day, and paying a cent and a half each way?

A. They would have to go twice, at any rate, and they might go four times. I think, as I said before, that in different cases, the expense would be entirely different; to some it

might be less, to some it might be more. The point in my mind was that they would get very much better, healthier and cleaner accommodations in a portion of the city that was not so much crowded.

Q. Exactly; and they could get the accommodations now and pay the tolls, cheaper than they can get accommodations here?

A. I don't know about that.

Q. Have you ever made it a subject of any investigation?

A. I have, to some extent.

Q. And you have never succeeded in satisfying their minds that it would be cheaper for them to go to East Boston and pay the tolls than to stay here?

A. It would be cheaper for those persons who now pay $5 or $6 a week, but whether it would be cheaper for the average, I am not able to say, because I don't know the average rent of the places they now occupy precisely.

Q. Don't you suppose that if the tolls are taken off, the rents of East Boston will be raised so that they would save less by going there than they would now?

A. I presume rents will rise some as business increases there.

Q. Don't you suppose they will rise more in consequence of the tolls being taken off than such persons would save in tolls?

A. I don't; because it is daily getting to be, here in the city proper, not a question so much what they shall pay, as whether they can get accommodations at all. Three of my men have been to me to-day, saying that they had got to move, and they didn't know where they should go, and I am sure I don't know where to send them.

Q. Why don't you send them to East Boston?

A. Because of the difficulty of which I have spoken.

Q. Because they will not pay the tolls?

A. Because it is impossible to get them, as a body, to go there.

Q. Have you ever endeavored to persuade them to go there?

A. I have.

Q. And you could not persuade them that it would be for their advantage to go to East Boston, and pay three cents a day toll?

A. It looks to them like an unendurable oppression.

Q. Have you made any earnest effort to remove that impression?

A. As earnest as I considered it my duty to do.

Q. How earnest was that?

A. I don't know that I can measure the amount of my earnestness in any way that you could understand.

Q. How much time did you spend in trying to convince these men that it would be cheaper for them to go to East Boston and spend three cents a day for toll than to remain in the city?

A. Perhaps I may have talked with them fifteen minutes or half an hour on the various questions connected with their interests.

Q. On this particular point, how much time have you spent in trying to persuade them it would be an advantage to them to go to East Boston to live, if it did cost them three cents a day for tolls?

A. Going to East Boston involves various questions.

Q. Will you answer my question? I asked you how much time you have spent in trying to persuade them it would be for their advantage to go to East Boston?

A. I said I had spent from fifteen to thirty minutes in talking with them on the various questions in connection with their interests. Their going to East Boston involves various questions. I have spent that time in talking on the various questions involved in that matter.

Q. You have spent that time in trying to convince a single individual on that particular point?

A. Yes, sir.

Q. And you have found that you could not persuade him it was for his interest to go to East Boston and pay three cents a day toll?

A. Yes, sir.

Q. And the toll was the only objection they made to going to East Boston, was it?

A. Practically, yes, sir.

Q. Was it the only objection?

A. The only objection that was urged particularly.

Q. They made no objection to the ferry, I suppose?

A. No, sir.

TESTIMONY OF HENRY S. WASHBURN.

Q. (By Mr. KEITH.) You have some official position in connection with the city, have you not?

A. Yes, sir.

Q. Are you Chairman of the School Committee?

A. I am connected with the School Board, and Chairman of the Latin School Committee.

Q. And a member of the Legislature?

A. I am.

Q. You formerly resided in Worcester, I believe?

A Yes, sir.

Q. How many years have you been a resident of East Boston?

A. I have been in East Boston eight years.

Q. What are your business relations in East Boston?

A. I am a manufacturer of iron wire.

Q. Connected with what establishment?

A. With the Shawmut Wire Works.

Q. During the eight years you have been in East Boston, I

suppose your attention has been more or less called to these ferries?

A. Yes, sir.

Q. I will ask you if you are in favor of abolishing the tolls?

A. I am, sir.

Q. Will you state your reasons for that?

A. Well, sir, I hardly know how to begin upon that. Some eight years ago, when I was casting around for a proper place in which to locate the Wire Works in which I have some interest, I looked round the city in a variety of directions to see where I could find the best locality, and finally I settled upon East Boston as on the whole the best place that I could find. I liked it for a variety of reasons, particularly for its deep water, for the facilities it furnished in bringing in coal, iron and such materials as were used in our works. But before going there the matter of the ferry was a serious question. Previous to that time, there had been a great deal of difficulty, as is well known to gentlemen present; and the gentleman associated with me in business had a great many misgivings about locating our works in that place. Finally, we came to the conclusion that, on the whole, it might be the best place for us to go, and we went there. But shortly after, matters, instead of being as favorable as they were at first, became worse, and the succeeding three or four years were anything but agreeable, so far as the ferries were concerned. The matter has been made materially better within the last two or three years, since the city government have taken the boats in their care. My own views upon the matter of the ferries at East Boston have been very decided. When I first went there, almost as soon as I became a resident of East Boston, I was asked to take an interest in the ferry question, — to become a partisan, so to speak, in the matters before the public from time to time. The question was a very interesting one to the people of

East Boston, and one upon which the community was very much divided; but I always took the ground that I would have nothing to do with it; for, from the first day of my going there to the present time, I have been fully and clearly convinced that communication with East Boston should be free, as I believe that communication should be free in every town and in every city to the inhabitants of that town or city. The idea of any citizen being obliged to pay a toll in going to and returning from one part of the territory of the town or city in which he lives was abhorrent to me, and I gave it as my conviction and opinion to those who asked my opinion upon the question, that the efforts which were then being made to try to patch up the thing and carry it along by different methods and plans would prove futile, and the result would be that the city would eventually have to take the ferries and make them free. The main reason that I had was that, apart from general considerations, such as I have thrown out, it was for the interest of the city of Boston to make infinitely more of East Boston than it has ever done. I regard the island of East Boston as a valuable piece of property; much more so than I was aware of until I went there. I had no idea until I became a resident of East Boston, going there from day to day and observing its facilities, and my astonishment has been very great up to this moment that there is so much indifference in the city proper to East Boston. I can understand that that indifference has grown largely out of this ferry question, which has been agitated in the city so much and which has agitated the city government so much from time to time, until the people, I suppose, have become sick of the whole thing; sick almost of the name of East Boston, sick of whatever pertains to it, and in a measure, have lost sight of the real advantages of that place. I think that the policy of Boston should be this, to make of East Boston a manufacturing place. We all know how largely the people of East Boston were interested in matters connected with ship-building. That interest,

however, has now declined, and East Boston in that respect has lost ground very materially. The time is now come when I think, if Boston is wise, she will encourage to the utmost extent the occupation of that territory for manufacturing purposes, and in order to do that, I think it would be the wisest economy for the city to throw open her gates and extend every possible inducement to gentlemen interested in manufacturing pursuits to make that a manufacturing district. It seems to me that the people of this city have hardly began to conceive of the great value of East Boston, with its long line of deep water, with its three or four miles of wharves extending around the island, and the remarkable facilities which it affords for all sorts of manufacturing industries. Now, I would do with reference to East Boston just what I would do in a matter of my own. If it was a personal thing with me, I would throw aside every possible obstruction, open my doors and invite parties interested in manufacturing pursuits, especially, to come in and occupy the land.

Q. What has been the effect of these ferries?

A. So far as my own observation has gone, there have been many who would have gone there but for the fact that they did not like the way in which the ferries were conducted, and then they did not like the tolls. And in connection with that, I will state that parties located near me in manufacturing pursuits have, since I have been there, pulled up stakes, left the island and gone elsewhere in the vicinity of Boston. One concern that was interested in the manufacture of car wheels, which I believe is destined to become a large establishment, and which was located close to me, has left the place. A year or two ago, their building was burned, and the question arose whether to rebuild there or to go to some other locality, and they determined, from the considerations to which I have referred, that they would go elsewhere, and they have done so.

These are the general views which I entertain on this subject.

I have felt that there was territory there nearer the point on which we are now standing than any other land in the city which is unoccupied of the same value. My own residence is on Webster street, a little more than a mile, on an air line, from this spot. Land is selling for fifty cents a foot. Now, where can you go but a mile from this point, and find any such advantages as would be afforded there, with the right of free communication by the people.

Q. You say you have known business to be diverted from East Boston in consequence of the annoyance of these tolls?

A. I have, sir. I have known instances of parties who have come to me and consulted me in regard to the question of the ferries, and the uncertainty of communication has been the means of turning them away. I have known several such instances, where people have considered that question, and have gone elsewhere.

Q. I will ask you a question or two in connection with the facility of running these boats in comparison with the way they are run at present, with reference to the removal of the delays caused by overloading?

A. I think the facility would be increased, but I should place the thing upon higher ground than that. This is, to my mind, rather an incidental matter, that I should not stop to look at. There are other points which I think worthy of consideration. I have crossed the ferries, especially in rainy weather, and there has been a feeling come across me which I cannot describe to you. It is a great annoyance to go down to the ferry on a rainy day and have to wait to pay your toll, and perhaps lose ten cents by the wind blowing it away while you are searching your pocket-book to find the money to pay your toll. There is that feeling comes over you; and although the amount to be paid is only two cents, you feel that you are paying for going to your residence or going to your business. It is not, perhaps, the actual amount you pay, so much as the feeling that you are all

the time being taxed. I have said a thousand times, when I have stopped to pay my toll, and wanted to go ahead, that I would rather pay a hundred dollars a year, for my individual passage, than to be bothered in cold and stormy weather, to take out my pocket-book, and pay my fare.

But it seems to me that this question should be placed upon far higher ground. I am clearly of opinion, that the communication between East Boston and this part of the city should be made free. I believe that the land would be occupied for manufacturing purposes, that industry would be encouraged, and the city would receive back tenfold all the expense that would be incurred.

Q. I will ask you whether there is any other city, either in this country or any other country, where the communication between one portion of the city and another is taxed as in this city?

A. I have never heard of any, and I should like to see the question tested legally, whether a town has the right to tax in such a case. I am a member of the School Board, and I cannot come up here to attend to school business without being taxed for it. I shall come here to-morrow night, and I shall have to pay for coming here and pay for going home. It has been so for five or six years, while I have been on the School Board. I know of no town or city in the world where any such tax is laid upon the inhabitants. I think it ought not to be; I don't think it is good policy.

Cross-examination.

Q. (By Mr. PUTNAM.) Have you ever been in London?

A. I never have.

Q. Don't you know that you cannot cross the river in London either by bridge or boat, except in a very few places, without paying toll?

A. I am not aware of that.

Q. Did you not say, a moment ago, that there was no place in the world where the citizens could not pass from one portion to another without paying toll?

A. I have never been in London.

Q. And never have made any inquiry about it?

A. I never have.

Q. Then you don't know that a large portion of the bridges in London are toll bridges?

A. I have no acquaintance with them at all.

Q. Have you made any inquiry in regard to other cities besides Boston?

A. I have.

Q. You spoke of the whole world?

A. It might be sufficient for me to keep on this side of the Atlantic.

Q. Where have you made inquiries this side of the Atlantic?

A. I have repeatedly inquired of gentlemen, within the last six months, if they knew of any city or town where the people were charged for going over a bridge from one part of the territory of the place to another, and I have not heard of any instance.

Q. When you said the whole world, it was an inadvertence?

A. It was an inadvertence. I meant that my inquiries had been limited to this side of the Atlantic. What it may be on the other side of the water, I do not know, sir.

TESTIMONY OF PATRICK DONAHOE.

Q. (By Mr. KEITH.) Will you have the kindness to tell us in what ward you reside?

A. In Ward Nine.

Q. I believe you are a considerable tax-payer in that ward?

A. Yes, sir; I pay my share.

Q. You have been long a resident of Boston?

A. Well, upwards of forty years, I think.

Q. I believe you have been upon the Board of Directors of Public Institutions?

A. I have been for three years, and I have just commenced upon another term.

Q. In attending to your duties as one of the Directors of Public Institutions, have you had occasion to cross over these ferries?

A. We generally go by boat to the island, very seldom to East Boston, except early in the morning.

Q. Will you state to the Committee whether you have formed any opinions in connection with this question of free ferries; and if so, state your opinions?

A. I signed a petition sometime since, giving my approbation to the proposition to free the ferries. I am now, and have been for years in favor of removing these tolls. I do not see why the people of East Boston should be taxed for going across there, any more than the people of South Boston or any other parts of the city. I have always been in favor of free communications, of all kinds. I have nothing to add, particularly, to what the gentlemen have said who have preceded me. There was one remark made by Mr. Mayo in relation to driving poor people from Fort Hill into miserable tenements in the purlieus of the town, which I think should be considered. They are driven there by the force of circumstances, and then, if disease appears in those localities, we complain of it. Now, gentlemen, here is a place where poor people can go, where they can breathe fresh air, and not be penned up as they are on this side, so much so as actually to breed disease in those cellars and attics, and other confined places. In my opinion, if the East Boston ferries are made free, the mechanics and laborers of the city will go over there, where they can breathe fresh air, and where their condition will be improved in every respect. I certainly am in favor of free-

ing the ferries, and I am willing to pay my share of the tax, whatever it may be.

Q. You think it would be advantageous to the city proper as well as to the people of East Boston?

A I do. I think that property in East Boston has been greatly depressed, in consequence of there not being free ferries —greatly depressed. It is almost impossible to sell property there at any price, as I understand, and that is my experience.

Cross-examination.

Q. (By Mr. PUTNAM.) You have no property there, have you?

A. Yes, sir, I have; I am sorry to say. I would rather have it in some other part of the town.

Q. Real estate?

A. Yes, sir.

Q. (By Mr. DICKINSON.) There is one point which you have not touched upon, I think, Mr. Donahoe; the effect upon real estate over there. Would it not have a very salutary effect upon real estate in East Boston?

A. I think it would. Most assuredly I do.

Q. What sort of effect?

A. To advance it, I should judge, more than 50 or 100 per cent; in some localities, perhaps twice that.

Q. This would be pretty general, you think?

A. That is my impression, although I am not particularly acquainted with property over there, as I have not the opportunity of going there very often.

Q. Would it not have a very salutary effect upon rents over there?

A. That I am not disposed to answer. It might have a salutary effect, and that would be a benefit to the people who own real estate over there.

Q. What would be the effect of that upon poor people?

A. I think, even if they paid a little more, they would be benefited, because they would have the advantage of fresh air. I don't say that it would advance rents, but I think it might some.

Q. Do you know how much it costs a man to cross the ferries, by the year? Is it not twelve dollars?

A. I don't know. I have never paid toll by the year.

Q. Don't you think it would advance rents there more than twelve dollars if real estate should increase 50 or 100 per cent?

A. It might not increase that; I think it would.

Q. What advantage would the poor man have, then?

A. He would have fresh air to breathe.

Q. Is there not good air in Roxbury and Dorchester?

A. Well, those places are too far away, and they cannot go to Roxbury or Dorchester. They smother people out there. They are so aristocratic they don't want poor men there. The poor man can go to East Boston and be treated like a human being. He is not looked upon there as he is in some other parts of the city.

Q. That is the poor man's free paradise, you think?

A. Not a free paradise. It will be when they get free ferries.

Q. Then you would make a paradise of one part of the city at the expense of the other?

A. I would make a paradise of the whole of it, if I could.

Q. (By Mr. STONE.) You say, that if the ferries shall be made free, poor people will be able to get pure air in East Boston. Will the air be any purer when the tolls are taken off?

A. I think it will be much more so than in the other parts of the city where they reside.

Q. Will the air be any purer in East Boston on account of the ferries being made free?

A. I don't know as it would, sir. The air over there is purer than in some parts of the city proper.

TESTIMONY OF ELISHA T. LORING.

Q. (By Mr. KEITH.) Where do you reside?

A. Sixteenth ward, Dorchester.

Q. Where is your place of business?

A. 31 Kilby street.

Q. What is your business?

A. I am connected at present with the National Dock and Warehouse Co.

Q. Has your attention been called to the question of abolishing the tolls on these ferries?

A. It has been, quite extensively, for the last five years.

Q, Will you state your views, and the reasons for them?

A. The first is, that it is a tax upon the whole city. My idea may appear somewhat singular to the gentlemen present, but as a pretty wide latitude has been allowed on the part of the remonstrants, I hope I may be indulged in the expression of my views, since they are honestly entertained. They have looked upon it as a local question, as one affecting the interests of East Boston merely, whereas East Boston has become as necessary to Boston proper as Boston is to the Island, for the reason that there is not accommodation on this side for large vessels. The wharves in East Boston are more extensive and better calculated to accommodate the larger class of vessels than the wharves on this side of the river. For that reason, I think it would be a great advantage to the city proper to make the communication free, as a step in the right direction towards making Boston what we have heard so much talk about — a great commercial centre for the shipment of the products of the West. A great deal has been said, during the last few years, about opening trade with the West, and I consider this question of freeing the ferries one of great importance in connection with the plan of making Boston the terminus of the Pacific Railroad, instead of going to the Mystic River. I think it

would be good policy to require our northern lines of railroad to come in and occupy the water privileges from Charlestown bridge to Lewis' wharf or East Boston. This, I think, would be preferable to filling up twenty-eight acres of flats on Mystic River. The first named improvements are necessary if we ever expect to make Boston what she ought to be as a commercial port. I think we should look beyond the requirements of the present hour to the demands of the future. It will be but a few years before the Hoosac Tunnel will be completed, and a line of railroad opened from the head of Lake Superior to the Pacific Ocean. All these matters, it seems to me, should be taken into consideration in deciding this question of removing the tolls from these ferries, for the reason that by so doing, you remove a bugbear which deters many people from going to East Boston, and take one step in the right direction in removing these tolls. As has been said by one gentleman on the stand, it is a serious annoyance. I have become so perfectly disgusted with it, that I would rather pay twice the amount that it costs per year, if I could pay it all at once, than be obliged to stop and dole out a cent and a half at a time.

I would go one step further, and say that I think it would be good policy for Boston to aid in building the canal, which is proposed to connect the River St. Lawrence with Lake Champlain, which will place Burlington in the same relative position to Boston that Buffalo holds to New York, with the advantage on our side that we have only about two hundred and fifty miles of railroad, while they have over four hundred. These are important matters for consideration, when you look forward to placing Boston where she should be in relation to the commerce of the country. Furthermore, if gentlemen would manifest a little public spirit, and aid the improvements contemplated in Canada, I think it would be of great advantage to our city. When these improvements are completed, a through line of communication will be established which will bring the head of Lake Superior and the Pacific

Ocean five hundred miles nearer Boston than New York, with its present avenues. Then we may expect Boston to take the place where she ought to stand to-day, approaching somewhere near where New York is. But work must be done. Talk will not accomplish it. It has got to be done by work, and laying out plans to meet the requirements of the future. All these matters, I say, should, in my judgment, be considered, in deciding this question of freeing the ferries, because this is a step in the right direction to accomplish what all desire in extending our connections with the Northwest.

Q. How is it in regard to the use of the present wharves in East Boston? Are they used to the extent of which they are capable?

A. No, sir; they are not, so far as my observation goes. There are thirty-five acres of Grand Junction Wharf property, and I think I am safe in saying, that not one-third of it is occupied, for the reason that we have not that cheap communication with the West that we ought to have. That is one difficulty; and another is that the people dislike going there on account of the objection to the ferries.

Q. As I understand you, your idea is, that when the present lines of communication that are now in process of construction to the West shall be completed, the wharves in East Boston will be wanted for the accommodation of the traffic?

A. Precisely. Gentlemen are aware that the Northwest is being rapidly opened up. That is a very productive section of the country, and Boston occupies a much more favorable position to s cure that trade, if the proper efforts are made in that direction, than any other Atlantic city.

Q. Are your store houses, to a considerable extent, situated on the East Boston side?

A. Yes, sir.

Q Then the tax on the transportation of goods from that side to this is a considerable one to your company?

A. I suppose it amounts to $5,000 a year or more; I should say more than that.

Q. Whether that is not a tax upon the business of the country, and the people generally?

A. Precisely so; it is a tax on the merchants of Boston, as well as the residents of the island, and a greater expense, so far as they are connected with commerce.

Q. Who is this merchandise owned by, the East Boston people, or the people on this side?

A. The people on this side, nineteen-twentieths of it, probably.

Q. That tax, then, falls upon the people on this side, in getting it over?

A. Precisely so. We are obliged to do our business, it is true, at somewhat reduced rates in consequence of the tax on these ferries. Nevertheless, people go there to a considerable extent.

Cross-examination.

Q. By Mr. PUTNAM. You charge less wharfage rates than on the Boston side?

A. As a general thing, we do, I think.

Q. Your connections are entirely with wharfage, not at all with rents?

A. Wharfage and storage.

Q. Your rates are less than on this side?

A. They are less, sir.

Q. They are less because the wharves are less accessible to the city?

A. Undoubtedly; and no doubt the tolls influence that.

Q. If the tolls were taken off, it would enable you to increase your wharfage rates, would it not?

A. It would not be likely to do it until we had our warehouses filled, and more business than there is now.

Q. You would expect to get your wharfage and storage rates somewhat nearer on a level with those on this side?

A. Supply and demand regulate those things.

Q. Still the cost has something to do with it, has it not?

A. Not so far as furnishing facilities for the business are concerned. The original cost may have.

Q. Then you think that taking off the tolls will not increase the business at your wharves at all?

A. I think that taking off the tolls will increase the business of Boston, ultimately, to a very great extent by increasing the amount of business, if further measures are taken to secure the amount of trade to Boston which she deserves.

Q. Do you think that taking off the tolls is going to increase the business between here and the West particularly?

A. Certainly I do.

Q. You think that taking off the tolls will increase the tendency of the trade of the West to this city?

A. Yes, sir. The traffic to East Boston. Unquestionably the traffic over the Grand Junction Road will be affected by taking off the tolls.

Q. You think trade is only waiting for the tolls to be taken off to rush over the Grand Junction Road?

A. No, sir; that is your construction.

Q. Is not that what you said a few moments ago?

A. No, sir; I said if the tolls were removed, it would be one step in the right direction towards increasing the commerce of Boston.

Q. My question was, whether you did not think it would have a tendency to increase commerce with the West?

A. I think not directly; it would indirectly; not immediately.

Q. You think it would not immediately have an effect upon your charges?

A. Not at all.

Q. You would not expect to have them raised?

A. Not at all.

Q. Then the people who do business at your wharves would get the whole benefit of taking off the tolls?

A. Unquestionably.

Q. And you would not get a particle of benefit from it?

A. Not immediately.

Q. How soon would you get the benefit of it?

A. When the Northern Pacific Railroad is finished, and the other improvements now in progress are completed, I should expect an increase of trade.

Q. Then you would begin to feel the advantage of having the tolls taken off?

A. I think then we should begin to feel the advantage of an increase of business on our wharves. That is the question you asked me — whether business would be increased.

Q. The question I asked you was, when you would expect your wharves to feel the benefit of taking off the tolls?

A. With the increase of business, sir. If you can tell when that will come, I will answer when we shall be benefited, directly, by freeing the ferries.

Q. But not by any increase in the charges for storage?

A. Not at present. We should rather have the benefit of a much larger business, than to increase the rates.

Q. Then you believe that the benefit of taking off the tolls would accrue to the merchants of this city, and that your charges for storage and wharfage would not be increased immediately?

A. No, sir. I will come under an obligation that they shall not be increased for three years. The increase of business will be such, that we shall be satisfied with the rates we now charge.

Q. You expect an increase of business?

A. I say, in connection with improvements westward, and the increase of trade; but Boston must do something to secure

that trade. Folding our arms, or talking about it, will not accomplish it.

Q. You think that taking off the tolls will help to secure that trade?

A. I think it will be one step in the right direction.

Q. You expect, then, an improvement in your wharfage rates over there in the course of three years from the time of taking off these tolls, but not sooner? Is that your position?

A. Well, I don't know how I can answer it any more directly than to repeat what I have said; — that I expect an increase when there is an increase in the business of the city, and that increase of business creates a greater demand for the wharves than there is at present. It is hard for me to fix any time.

TESTIMONY OF NATHANIEL ADAMS.

Q. (By Mr. KEITH.) You are an old resident of Boston, I believe?

A. Yes, sir.

Q. For how many years?

A. Thirty odd years.

Q. In what ward do you live?

A. Ward Ten.

Q. What is your business, and what has it been for many years?

A. I am a mason by trade.

Q. And builder?

A. Yes, sir.

Q. Are you familiar with East Boston, and if so, for what length of time have you been?

A. Well, sir, I have known East Boston ever since the project of building it up was suggested. I believe I worked in East Boston the first year that any mechanical work was done on the island.

Q. You have seen it grow up from a state of nature to its present population?

A. Yes, sir. I believe there has not been a year since, when I have not built or repaired, or done some work of the kind, in that place.

Q. What building have you done upon the island?

A. I believe I have built every individual building that has been put on Mr. Loring's territory, and most of the buildings that Otis Tufts owned, the old flour mill, the market, and other buildings.

Q. The sugar refinery?

A. Yes, sir; I worked on that. I was a journeyman there.

Q. The Grand Junction Wharf?

A. Yes, sir.

Mr. PUTNAM. You may assume that Mr. Adams built every building on the island, if you please.

Q. I suppose you have been conversant with these ferries for many years?

A. Yes, sir.

Q. Will you state your views in regard to abolishing the tolls and making them free?

A. Well, sir, I am decidedly in favor of having them free, in every sense of the word. I have sympathy for my fellow-citizens, although I do not live in that distinguished ward. I think that every citizen of Boston should have access to and fro, clear of every expense, and since the city now holds the fee of these ferries, I say it is abusive to tax the residents in going to and fro. It may be that the city was not to blame when the enterprise was more in individual hands, or in the hands of speculators; but now that the city has the fee of the ferries, it is abusive, in my opinion, to tax the people of East Boston for going to and fro.

Q. Do you see any more reason for imposing tolls upon hose ferries than upon the bridges to South Boston?

A. Not at all. The only fear or doubt that I had when I saw the Board of Aldermen had passed the order that they did, making the ferries free, was that they had been too hasty, not in their opinion or decision, but in the length of time allowed. I thought it would increase the business and travel to such an extent that they would have necessarily to make more liberal appropriations for the ferries, and that they had not allowed sufficient time for that purpose; hence I supposed that it would have been more judicious to have postponed it for a time. That was the way it struck me at first, and I made that observation — that it was right, but I feared they had not taken a sufficient length of time to prepare for it.

Q. Well, sir, upon further reflection, what is your conviction now in regard to that matter?

A. I think the quicker they make them free the better, and then make their appropriations. I think better accommodations may be required, and a better class of boats, perhaps, to accommodate the trade, which will naturally come in consequence of freeing the ferries; and it might have been well to have made some permanent arrangements previous to freeing them.

Q. What effect, in your judgment, will removing the tolls from these ferries have upon the prosperity of the city?

A. I think, in regard to that, that the city will be benefited. I know the facilities over there for mechanical enterprises are very great. I am as conversant with the wharf property and the water around there as any one, I think. When I was in the City Council, a distinguished member of the Council — "Brother Reed," we used to call him — in describing all the natural facilities that were connected with this place, said that the Almighty had made it for some great exigency. I think the exigency has come now.

Q. Whether, in your judgment, the increase of the commerce of Boston and the manufacturing industries of Boston must not find its outlet through East Boston?

Mr. PUTNAM. I do not wish to make any unreasonable objections, but I do not think that this gentleman, although he is one of the best experts in matters of building, will claim to be an expert in commerce or manufactures. If he does, I have no objection to his answering the question.

The WITNESS. If I am allowed to answer the question, I will say, that I am not much of a nautical man, but, at the same time, I know the facilities of East Boston for shipping purposes. I know that there is deep water clear up to the bridge and clear round to Chelsea — exceedingly deep water there.

Cross-examination.

Q. (By Mr. PUTNAM) You own 100,000 feet of vacant land in East Boston, do you not?

A. I guess not so much as that.

Q. You are taxed for that. Do you think that you are taxed for more than you own?

A. I guess not. I pay everything I am taxed for; I am one of those clever sort of fellows. Everything that I am taxed for I own, and it is paid for.

TESTIMONY OF F. W. PITCHER.

Q. (By Mr. KEITH.) What is your firm?

A. Jewett & Pitcher.

Q. Where is your place of business?

A. No. 39 Kilby street.

Q. Where is your wharf?

A. In East Boston.

Q. Is your wharf the one formerly occupied by the Glendon Rolling Mill?

A. It is, sir.

Q. How long have you been engaged in business there?

A. We bought it, I think, three years ago this coming July.

Q: How much wharf front have you there?

A. Our line on Eagle street is about nine hundred feet.

Q. How much land have you purchased there for your accommodation?

A. The whole tract was about fourteen acres.

Q. Now, can you tell the committee what tax that property which you bought three years ago, paid to the city at that time?

A. The Glendon Rolling Mill property paid the year we purchased it four hundred and eighty-six dollars, I think.

Q. You have built upon that property, and set up your establishment as timber merchants?

A. Yes, sir.

Q. What tax did you pay last year, upon the same property?

A. Upwards of $2,000, besides the water tax, etc.

Q. How many men are in your employ?

A. We have from two hundred to two hundred and twenty.

Q. How many families have been brought into that section by reason of the setting up of your business there?

A. Our business has brought some sixty families, I should say, of persons familiar with the business.

Q. And what buildings or dwellings have been erected, consequent upon the establishment of your business there?

A. We have put up buildings for fourteen families.

Q. That has been consequent, then, upon the introduction of the business of your firm?

A. Yes, sir.

Q. Will you give us, briefly, the character of some of those buildings which you have erected for business purposes?

A. We have put up an iron mill for dressing lumber, which turns out some 40,000 feet a day. We have put up a factory

which employs something over one hundred men in the manufacture of doors, sashes, blinds and all kinds of wood work. We have put up warehouses for the storing of lumber and manufactured goods, and we have put up a dry-house, stables, etc., such as would naturally be connected with an establishment of that kind.

Q. How many acres of lumber have you there in East Boston?

A. We bought about fourteen acres, and there are about two acres devoted to buildings. Our piling-place covers about twelve acres.

Q. Before you took this wharf, had it remained unoccupied for many years?

A. It had not been permanently occupied. When we bought it, it was unoccupied.

Q. Whether there is other vacant, unoccupied property in that portion of the city?

A. There are large tracts of wharf property.

. What depth of water have you at your wharf?

A. In the channel, there are twenty-four feet at low-tide. At the end of our wharf, there are fourteen feet at low-tide.

Q. Which enables vessels to come up at all times?

A. Yes, sir.

Q. Whether there are facilities for other establishments of this kind in East Boston?

A. I think there are good facilities. We like ours. We are very much pleased with it: it has done us good service. I think there are other equally good facilities.

Q. Now, will you state your views in regard to freeing the ferries, in connection with the growth of East Boston?

A. I believe that East Boston has facilities for manufacturing which Boston should take advantage of; which Boston should develop and encourage. I know the running of these ferries is looked upon as a burden; and if it would be a burden

to the whole city, it certainly is not any less a burden to the whole city when it is borne by Ward One. If borne by Ward One, it is then a burden to the city, and if it will be a great burden to the city, if included in the expenses of the city, it certainly would be an oppression besides being a burden, if borne by one ward. The expense of running this ferry must come out of the citizens of Boston. If it comes out of the citizens of Ward One, it comes out of a portion of the citizens of Boston, because the citizens of Ward One are members of the same corporation. It is borne by the city, when borne by the citizens of Ward One, as much so as if it was borne by all the citizens. It does not lessen the cost to the city of running the ferry when it is borne by Ward One, and certainly it is an oppression to Ward One to make that one ward bear it all. The ferries are an institution of the city; they are owned by the city; they are run by the city, and the citizens pay the expense of running them, whether the citizens of Ward One pay it, or the citizens of the whole city.

Q. Let me ask your opinion, Mr. Pitcher, in regard to the effect of these ferries upon the business of East Boston. Have you known any business to be deterred from coming to East Boston in consequence of these ferries?

A. I don't know that I know of any being deterred from coming. I know of parties who are waiting action on this question before the Council, who are intending to make investments there in case the ferries are made free.

Q. Now, sir, the question has been asked here whether, in case these ferries are made free, there would not be an increase in rents equal to or greater than the reduction in expense to the citizens of East Boston by reason of freeing the ferries. Will you give your judgment upon that?

A. My judgment on that is, that there will be unquestionably a rise in rents; but whether the land costs ten cents or twenty cents a foot, the house on the land will cost no more. The rise

in rent will be simply in proportion to the rise on the land underneath the house, which is a very small part of the cost of the house. I also know that there are parties who are looking to the purchase of vacant lots, and in case the ferries are freed, they will put up low-cost houses on these lands, expecting that the rise on the land will make it a valuable investment, if they receive merely their interest and taxes from the rents.

Q. The expense of constructing a house is very much larger than simply the value of the land upon which the house is constructed?

A. It is in East Boston, because the land is low.

Q. Then your idea, if I understand you, is, that the rise in rents will be based upon the rise in land, and not on any increase in the expense of building the house?

A. Supply and demand will regulate that. I think the supply will be very much increased over what it is now.

Cross-examination.

Q. (By Mr. PUTNAM.) Do you own the wharf or hire it?

A. We own it.

Q. (By Mr. SMITH, of Ward Ten.) You have said that you know of parties who are looking for investments in East Boston with a view to settle there. I should like to know whether they will be likely to bring property from outside the city limits, or whether they will be parties moving from other parts of the city?

A. They are parties from outside of the city limits; outside of the State.

Q. (By Mr. KEITH.) Do you think that to any considerable extent parties would be attracted there from outside of the city?

A. I know of two parties who are willing to invest quite largely, who are waiting the issue of this question.

Q. In case of an investment there, what proportion would

the price paid for the land bear to the value of the estate when built upon? In other words, whether or not the amount of money expended upon it in building would not be very much larger than the whole value of the land?

A. On the spots at which they are looking it would be about one-tenth.

Q. The value of the land would be about one-tenth the value of the structures that would be put upon it?

A. Yes, sir.

Q. (By Mr. SMITH, of Ward Ten.) I will ask you whether, if the parties who are looking to buy property in East Boston could be as well accommodated in other parts of the city, or parts adjacent to East Boston, they would be likely to go to East Boston?

A. They are looking nowhere else but East Boston, and I am very sure they are going there.

Q. My question was whether they would be likely to be as well accommodated elsewhere within the city limits?

A. In my opinion they would not be so well accommodated. I am quite certain they would not go anywhere else.

Q. You mean, if the ferries are not freed, they will not come to this part of the country at all?

A. That is my meaning. They will not, now.

Q. (By Mr. DICKINSON.) How many of these parties have you heard of?

A. I know personally of two parties who have called on me and had conversation in regard to values, and have looked over property with me.

Q. Won't you give me their names?

A. I would rather not. It might not be for their interest.

Q. Then I will not press it. I want to understand your position fully. You say that the value of the land is about ten per cent of the buildings on it?

A. In some instances, it might be less, and it might be more

in some. In this case, I should say it would be rather less than that, because the land would be very low.

Q. You have fixed that percentage yourself?

A. Yes, sir; I make that as a liberal statement.

Q. Ten per cent is no more than a fair rate for real estate owners to get on their investments, is it?

A. It is hardly a fair rate.

Q. It is not quite enough?

A. No, sir.

Q. Then if an estate is worth $2,000, the land being worth $200, ten per cent of the $200 would be $20, wouldn't it?

A. Yes, sir.

Q. Wouldn't you expect that if the ferries were made free, the rise in the rent of a house worth $2,000 would be more than $20 a year?

A. In the case of the parties to whom I have referred, I should answer no, because all these parties would ask would be simply a return of interest over and above their taxes. They would not realize the difference in the value until they sold. They would reckon their rents upon the actual cost.

Q. Do I understand you to say, that in your opinion the rents which poor people have to pay in East Boston would not be increased by freeing the ferries more than the amount they would gain by throwing off the toll?

A. I hardly think they would be increased so much, because I think the supply of houses would be increased to some extent. But even if they did not get full interest on the advance, they would let their houses. I believe there will be an advance in real estate; yet, if they do not get the interest on that advance, they will let their houses, without the interest on the advance.

Q. Certainly; I understand that; but don't you think, taking that into consideration, the advance in rents will be more than commensurate with the advantage gained by throwing off the tolls in the majority of instances in East Boston?

A. I don't know.

Q. Don't you know there have been instances over there where advances in rents of from three to four dollars a month have been spoken of, in anticipation of this very thing?

A. No, sir, I do not.

Q. (By Mr. BROOKS.) In your judgment, would not a great many men go over to East Boston, if they could hire houses at a reasonable rental, and go home to their dinners, making the passage four times a day?

A. I think if their work was sufficiently near, they would do so.

Q. (By Mr. SMITH, of Ward One.) In your judgment, would not the taking off of the tolls from teams be of more advantage to the manufacturing interests of the Island ward than the taking off of the tolls from foot passengers?

A. I think it would.

Q. Would it not be more benefit to Boston and to the merchants of Boston, who buy goods landed on the East Boston wharves and transport them to Boston, to have the tolls on teams removed, than even to let the foot passengers go free?

A. That is my idea; that it is more for the interest of East Boston, and also for the interest of Boston, that teams be carried free than foot passengers, because it is my idea that East Boston must become a large manufacturing place. It is adapted to that, and you cannot carry on manufacturing business there without teaming largely.

A. (By Mr. WEBSTER.) You have stated, I think, that the city should run the ferries free, because the city owns them. Another witness has stated that it was "abusive" on the part of the city to collect tolls because they own the ferries. I would ask you if that is your opinion?

A. I did not say that it is abusive, but I did say that that is one of the reasons why the ferry should be made free. It is one of the institutions of the city, and the citizens pay the expense of running this ferry. The citizens of the entire city pay it.

Whether it comes out of the citizens of Ward One or out of the whole city, it is an expense of the city. We are members of one corporation. What influences one part of the city influences the whole city. What is a burden to one part of the city is a burden to the whole city. It is no less a burden to the city when borne by one ward than it is when borne by all the wards.

Q. Then it is an abuse of the people who use these ferries, to collect tolls from them?

A. It is an oppressive burden to that ward, which does not relieve the city at all.

Q. I think you said it was abusive for the city to collect these tolls?

A. No, sir, I did not say it was abusive.

Q. Still you say that the city should run these ferries free because they own them?

A. That is one reason.

Q. Do you know whether the city owns any water works? You have no doubt about that, I suppose?

A. I have no doubt of it.

Q. Will you be kind enough to give your opinion as to whether it is abusive in the city not to make them free?

Mr. BARNES. It seems to me very extraordinary that a member of this committee should insist upon a witness stating that a certain thing is or is not abusive, when the witness distinctly declares that he has not used the term, and does not intend to use it. I do not think it is proper that he should be called upon to state whether it is abusive or not abusive.

Mr. WEBSTER. I do not press that, but I would like to have the gentleman answer the question, whether he considers that the city should grant free water, because they own the water works?

A. I look upon that in a different light. I should say that the circumstances are different. I would not say that the city should furnish free water.

Q. (By Mr. KEITH.) Suppose the city furnished the water free to all the inhabitants except to the people of East Boston, and taxed them, — would that not be a closer analogy?

A. It would be a closer approach to the circumstances.

Q. (By Mr. STONE.) You have said that it would be no less expense to run the ferries, if the tolls are continued, than if the ferries were free. Do you mean to say, that there would not be more people ride and that there would not have to be more boats, if the ferries were free?

A. I am informed, on what I consider good authority, that for the coming five years, no more accommodations will be needed than are now furnished. We have been very well accommodated this last year. We have, I think, made no complaint.

Q. Then you think it will cost no more to run the ferries free than to run them with tolls?

A. It would cost the city no more, we being all citizens, or members of one corporation, the expense to the corporation would be no more, whether paid by one part of the corporation or paid by the whole. The corporation suffers so much, and if one member of that corporation suffers, it is still the corporation suffering. The corporation suffers to that extent, whether one member suffers it or they all suffer it.

Q My question was this; whether there would not be more travel if the tolls were removed, and consequently more expense?

A. I think freeing the ferries would help the development of Boston. I know there are facilities there which need development. I think that Boston can, by properly bringing out the advantages which East Boston possesses, assist in developing those facilities which are really, and must be really, the wealth of Boston.

Q. You do not answer my question. I did not say anything about the development of East Boston. I simply asked the

question, whether the expense of running the ferries will not be increased. Mr. Matthews said that if the ferries are made free, they should refuse to carry teams on the Chelsea ferry, and that their teams now cost them $22,000 a year more than they get. Now, if the East Boston ferries are made free, and the city has this large additional expense to bear, will not the cost of running the ferries be increased?

A. If business develops, the expense of running the ferries will be increased.

Mr. STONE. I do not get an answer to the question; but it is no matter.

Mr. PEASE. Perhaps I can enlighten the gentleman. Mr. Stone wishes to know whether it costs any more to carry a load of passengers than an empty boat?

Mr. STONE. No, sir, I did not ask that question.

Mr. PEASE. Well, it amounts to that.

Mr. STONE. I wanted to know whether there would not be so much more team travel across the ferry as to increase the expense?

A. If business increases, there will be more team travel, and if there is more travel, the expense will be greater.

Mr. BROOKS. I think the gentleman has already answered the question. He stated distinctly, that according to the best authorities he could get, it would cost no more to run the ferries for the next five years than at the present time.

Mr. EMERY. I think the gentleman has answered, that he thought it would cost more.

The CHAIR. If the chairman may be allowed a word, he will say that he thinks the gentleman did answer the question directly.

The WITNESS. I would like to say a word further. The question of the depression of East Boston has been brought up here. I think that the City Government can do one thing which will help to bring out the resources of East Boston, by

showing on the map of the city the advantages which Boston has in East Boston at the present time. East Boston has no place, except on one corner of the map, on a very condensed scale. That map which you publish for the information of the world, gives but a very slight hint of East Boston. I think that it is the duty of the city of Boston to show to the world the advantages that she has in East Boston, by giving East Boston a proper place on the map.

Mr. PEASE moved that when the Committee adjourn, it be to Wednesday evening next, at a quarter before 8 o'clock.

Mr. SMITH, of Ward One, moved to amend by substituting Monday evening next, which was agreed to, and the motion in that form adopted.

On motion of Mr. STONE, the Committee then adjourned.

EIGHTH HEARING.

MONDAY, MAY 15, 1871.

The meeting was called to order at ten minutes to 8 o'clock by the Clerk, and in the absence of the President, Mr. Robbins, of Ward Eight, was chosen temporary Chairman.

The following petitions in favor of free ferries were received: Of G. H. Fleming and 33 others; E. W. Bearse and 45 others; Rev. James Fitton and 41 others; John Foley and 45 others; John Kirby and 44 others; A. O. Pierce, Daniel McLaughlin and 40 others; James Armstrong and 41 others; Thomas O'Malley and 35 others; Thomas Bond and 28 others; Edward L. Grueby, Thomas Barnes and 38 others; L. L. Sterling and 39 others; Emanuel Downing, C. Littlefield and 42 others; John Tyler and 25 others; H. M. Williams and 42 others; Daniel J. Haines and 21 others; Littlefield and Bradden and 36 others; J. A. Pratt and 42 others; E. S. Stevens and 41 others; Robert Moore and 41 others; E. Hodge & Co. and 46 others; Andrew Webster and 42 others; Edward Butler and 38 others.

Mr. Keith. I desire to call the attention of the Committee to the report of the present Directors of the East Boston Ferry Co., on file among the papers in this case, showing the extent of the travel upon the ferries for the six months prior to the making of the report. By that report, it appears that the total number of passengers carried during the six months was 2,840,581. Dividing that by the number of days in the six months gives an average per day of 15,609 foot passengers. The total number of teams in the six months, of every kind, according to that report, was 277, 196. Dividing that by the number of days, gives an average of 1,523 per day; or, excluding Sundays, it gives an average of 1,765 daily. The trips of the boats, as we shall

show, vary from 200 to 236 per day. Taking the smaller numbers of trips as the criterion, and dividing the number of teams by the number of days, gives an average of less than four and a half teams per boat.

I now put in the statement of the managing director of the Fulton Ferry, New York.

OFFICE OF THE UNION FERRY COMPANY OF BROOKLYN.
BROOKLYN, 15 April, 1871.

Dear Sir:—In answer to your note from Mr. Bowker, I can say from the best information I can arrive at, made up from daily returns of receipts, we carry at *Fulton Ferry* 50,000 foot passengers per day, or 1,500,000 per month, over and back, — of carts and carriages 800 per day, or 24,000 per month.

Yours respectfully,

C. P. SMITH,
Managing Director.

J. W. GERARD, Esq., 43 Williams street.

TESTIMONY OF THOMAS HILLS.

Q. (By Mr. KEITH.) Mr. Hills, you are one of the Board of Assessors — the Chairman of the Board, I believe?

A. Yes, sir.

Q. How many years have you been in the department?

A. Six years.

Q. How many years chairman of the Board?

A. Well, sir; I hardly know that. Three or four years.

Q. I will ask you, sir, whether you have made any examination of the amount of taxes assessed in the city of Chicago, as compared with the taxes assessed in the city of Boston?

A. Yes, sir.

Q. Will you state to the committee the result of that examination?

A. I have made, during some three or four years past, at the request of the Auditor of Accounts, tables of comparative taxation between the different leading cities of the Union, as I could get data for them; but I early became convinced that that data was unreliable, because, while I could get all the taxation there was of Boston, I could not get all the taxation of the other cities, the systems varying. This year, having special facilities afforded me, by the visit of our Secretary to Chicago, to get the real figures in that case, and prompted thereto, perhaps mainly, by the extraordinary figures which appeared in the public prints a few months ago, by which, apparently, Chicago, a city about our own size, was enjoying a general tax levy of four millions against ours of eight and three-quarter millions, and that their rate of taxation was only fifteen dollars on a thousand, I made special effort to get the real facts in the case. I find the statement to be as follows:—

In Boston, the tax or general levy for 1870 was $8,636,862. There are three classes of special assessments to be added to that — Sewers, Sidewalks and Betterments. The tax for sewers in 1870 was $52,200; for sidewalks, $29,920. (These figures, with the exception of the general levy, come from the reports of the departments in the City Hall, and not from the Assessors' Department.) Since 1866, when the law generally known as the "Betterment Law" went into force, there have been "betterments," as they are generally termed, assessed upon property specially benefited by street widenings, that amounted, in 1870, to $1,330,705. That makes the grand total of assessments, of every kind, name and nature, in the City of Boston, for the year 1870, $10,049,787. I question very much whether that very large item of "Betterment," $1,330,705, should be looked upon as an assessment. I do not believe that it is of the same character as special assessments for street widenings.

Now, the Chicago account for the same year, stands as follows: —

CHICAGO.

General levy, ...		$4,139,798 00
South Chicago, State tax,	$237,025 87	
" " County tax,	577,712 31	
" " Town tax,	6,479 68	
" " South Park tax,	258,429 70	
" " Rail road tax,	18,820 00	
		1,098,467 56
North Chicago, State tax,	63,993 61	
" " County tax,	155,149 19	
" " Town tax,	4,392 64	
" " Lincoln Park tax,	62,084 24	
" " Railroad tax,	7,200 00	
		292,819 68
West Chicago, State tax,	154,949 21	
" " County tax,	374,865 67	
" " Town tax,	84,690 47	
" " Boulevard and Parks,	12,501 36	
" " West Park tax,	214,725 41	
" " Railroad tax,	46,663 21	
		888,395 33

SPECIAL ASSESSMENTS.

For street opening and widening,	$467,521 11	
" Alley " " "	29,560 27	
" Wooden pavements,	1,800,477 52	
" Lamp posts,	40,333 54	
" Miscellaneous improvements,	296,955 60	
" Private drains,	46,966 85	
" Water service pipe,	130,081 63	
" Gas " "	3,607 05	
" Sidewalks,	21,348 91	
		2,836,852 48
		9,256,333 05

It will be seen that the city of Chicago is divided into three separate districts, and each one of those districts is separately and independently assessed for its share of State and County expenses, and for special local improvements, like public parks; and each of these districts collects from the railroads which run through it a certain tax, which is measured by the value of the location within that district.

Q. Can you give us the valuation of the two cities?

A. Yes, sir. Boston, with a population by the census of 1870 of 250,526, had a valuation of $365,593,100 real, and $218,496,-300 personal; making a grand total of valuation of $584,089,-400. The same year, Chicago, with a population of 298,983, had a valuation of real, $223,643,600; and of personal, $52,-342,950; making a grand total of valuation of $275,986,550.

Q. Their valuation, then, is less than one-half that of Boston, is it?

A. Yes, sir; their total valuation is less than one-half that of Boston.

Q. Now, sir, supposing you divide the total that was raised by taxation in the city of Chicago, upon their valuation, what rate will it give per thousand dollars?

A. The rate of Boston last year was $15.30 per thousand dollars. If you add her sewer tax, it was $15.38. If you add sewers and sidewalks, it was $15.45. If you add sewers, sidewalks, and betterments, it was $17.80. Chicago's general levy was $15 on a thousand. Add her State, county, and town taxes, (those district taxes I referred to) and you have $23.22 on a thousand. Adding likewise her special assessments, you get a rate of $33.14 on a thousand.

Q. Then, if you include in the Chicago tax the same items that are included in the Boston tax, it will make a tax of $33 on a thousand?

A. Yes, sir. If you include likewise the Boston tax for betterments, it will make a rate of some $17. The case stands $17 against $33.

Q. That would be, then, just about double the tax Boston pays?

A. Just about double, sir.

Q. Mr. Hills, it has been stated here that there has been a change in the system of valuation within the last ten years in the city of Boston, and that it is now generally understood that the rate of taxation is so high as to make it necessary to increase the valuation of the property. I wish to know, sir, if that statement is true?

THE WITNESS. Do I understand you that the statement is to the effect that we have increased the valuation of our property in order to keep down the rate?

Mr. KEITH. Yes, sir.

A. We have not, since my connection with the department, sir.

Q. Will you state to the Committee the system of valuation that prevails in the Assessor's Board.

A. It is to assess property at the highest price which, in the opinion of the assessors, it would undoubtedly bring at a fair sale.

Q. Now, sir, I will ask you whether, since your connection with the Board, there has been any raising of the valuation of property in order to keep down the rate of taxation?

A. The rate, sir, is allowed to take care of itself, and it must. We have no authority, no right, to make values. We have to find them as they are, and when we have got the property, and we add the warrant from the City Council and the warrant of the State together, so that we know how much money is to be raised, the rule of three fixes the rate.

Q. And the statute is your guide for the rule of assessment, is it, sir?

A. Yes, sir; it must be. We have to make returns to the State House. First, we have to take an oath that we will make the assessment impartially, and according to the law; and we

are obliged to file our aggregate figures, with an oath to be recorded against us, at the State House, that we have conformed to the law, and that those figures do represent the market value of the property of Boston, according to our best knowledge and belief.

Q. Now, let me ask you this question, Mr. Hills, whether the valuation, as fixed by the Board since you have been in connection with it, has, in your judgment, been above the just value of the property?

A. No, sir; we could not hold it if it were. The tax-payers would certainly raise the point, I think, the instant we should get above the market value, and if we should make a mistake and get above it, they could force us down, whether we wanted to go or not. We have not the slightest inducement to go above, for certainly it is not creditable to us to be obliged to make large abatements, and we must make them, if we go beyond the limits fixed by law.

Q. I will ask you, whether you have kept, as far as possible, a record of actual sales during the last four years?

A. We have, since 1866.

Q. Now I ask you, sir, whether the record of actual sales bears out the assessments which your Board have made upon the valuation?

A. It demonstrates as near as may be, that we are near the market value.

Q. Now, taking it as a whole, sir, whether the actual record of sales shows that the property has been sold above or below the assessed valuation?

A. So seldom do we find a sale that is above our valuation, that it is a matter of comment with us, and, if need be, investigation, to ascertain the reason why, if it is a marked case.

Q. So that you are able to say, as well from your own judgment as from the actual results that have followed, as indicated by sales, that the valuation has not been above the market value of the property?

A. I am as confident in making that statement as I am in stating anything I know.

Q. I want to be certain on this point, sir, and for that reason I will put the question in a little more pressing form; whether you are conscious that there has been any raising of the valuation, for the purpose of keeping down the rate of taxation in your Board?

A. Clearly none, sir.

Q. Mr. Hills, do you remember how much real estate Mr. Way was assessed for in the city of Boston during the last year?

A. I have looked at the record, sir.

Q. How much was he assessed for?

A. He was assessed for $600,300 real estate.

Q. If, then, his estate was worth $1,000,000, he was taxed on only two-thirds of its valuation, was he?

A. If his estate is worth $1,000,000, sir, we have not been able to find that amount.

Q. I am only taking his own estimate of the value of it. He was assessed for only $600,300?

A. That is the record on our books for the year 1870.

Q. And how much personal property?

A. $40,500.

Q. One word in regard to the city of New York: whether the rate of taxation there is higher than it is here?

A. It is, sir. I have only knowledge, I should say, of their ordinary taxation, upon what may be termed their general levy. Of their special assessments, I have no knowledge.

Q. I will ask you whether the expense of paving their streets goes into their general levy, or whether it is done by special assessments upon the abutters?

A. I understand, sir, it is done by special assessments.

Q. Do you chance to know, sir, what the rate of taxation is in Cincinnati?

A. Yes, sir. I have a table here, showing the taxation for several years past.

Q. What was it last year?

A. In the year 1870, it was $31.90 on a thousand.

Q. In Brooklyn, New York?

A. Mr. David A. Wells in his report says it is $38 and a fraction on a thousand, but when I examined their system a few years ago, I found that every ward had a different rate. I presume he has added the wards and averaged them. It was very nearly $40 on a thousand.

Q. I will ask you now, Mr. Hills, whether in your comparison of the principal cities of the country with Boston, you find any city where the tax per thousand is so small as it is in the city of Boston, based upon the capital?

A. Well, sir, I hardly know how to answer the question. Except Philadelphia, possibly, I doubt if there are any statistics of the valuation of the real property of our leading cities, that actually represent the market value of the property. Chicago, in the table from which I copied the figures I have used to-night, claims that they represent the market value. Mr. Cushing, our secretary, who has personally examined them, can give you better information than I can. In the year 1866, they advanced their valuation from $66,000,000, to $140,000,000; an effort made, which they claim to have been successful, to put property at its real value. Philadelphia, about the same time, changed its system from that of a nominal valuation to a real valuation of real estate, and sunk their rate of taxation in a single year from $40 on a thousand, to $14 on a thousand, as a result of that appraisal of property at its market value.

Q. I notice Mr. Wells gives the rate of taxation as $18 on a thousand.

A. It has been $18 there for about three years. I don't understand how it is done. I asked the President of their Board of Revision not long since how he managed to keep a

uniform rate of $18 per thousand, three years in succession. I have not received any reply. It struck me that that was a case, possibly, where there was an attempt to make a rate. I cannot see how it could possibly happen, even two years in succession, that the rate should be precisely the same, but I think, in Philadelphia, their rate of taxation for 1869, 1870 and 1871 has been $18 on a thousand.

Q. I will ask you, now, Mr. Hills, with regard to the rate of taxation this year. Supposing the valuation does not advance at all, whether the rate will be as high as it was last year?

A. As there is three quarters of a million of dollars less to raise, sir, it must necessarily be less, at the same valuation.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Hills, do you know anything of the system of valuation in Chicago — whether the property is valued at its real value or not?

A. I understand the valuation of their real estate to be at its real value.

Q. Now how about the personal property?

A. I only know that their system closely resembles ours. Their results don't seem to be quite so marked.

Q. Do you know, Mr. Hills, whether they undertake to tax every form of personal property there, as we do here?

A. I know that they do. The systems are almost identical, with the single exception that they do not undertake to tax the income which a man may derive from his profession, trade or employment. Other than that, they undertake to tax all personal property.

Q. Did you ever see anybody who believed there were only $52,000,000 of personal property in Chicago?

A. I have never seen that individual, sir.

Q. You don't see him now, do you? or you are not conscious of his presence here?

A. I don't know, sir, how much these gentlemen know. So far as I know, sir, I have never seen a person who thought there was not more than $52,000,000 of personal property in the city of Chicago.

Q. You speak, sir, of certain local levies, special levies, in addition to the general tax in Chicago; are you quite sure, that all those special assessments are made upon individual estates, and that some of them are not made upon the city, so as to come out of the general levy, and so be counted twice?

A. Yes, sir.

Q. You are perfectly sure of that, are you?

A. Well, sir, as sure as I can be by information on which I rely with confidence.

Q. You know that certain portions of their street improvements are assessed upon the estates abutting, and certain other portions are assessed upon the general fund, don't you?

A. That is the only point, sir, on which I am not enlightened. I cannot say whether the half million of dollars, in round numbers, which is put into the special assessments for street and alley openings and widenings, is in the nature of a special assessment, analogous to our sewer tax, or whether it is, like our betterment tax, a betterment upon the property after the city shall have paid the whole expense by general levy.

Q. You do not know, then, but that a part of that special assessment may be an assessment upon the city itself?

A. I do not know, to the extent of half a million dollars, whether that item is a direct assessment upon the property or a betterment.

Q. Then are you quite sure, Mr. Hills, that all these special taxes and local taxes are levied upon the same property upon which the general levy is made?

A. Yes, sir; I have no doubt of that.

Q. You have no doubt of that?

A. No doubt of that, sir.

Q. Do you think that the railroads coming into Chicago, which I understand you to say pay a part of those local taxes, are included in the general levy? I understand you that the railroads pay local taxes to the different parts of the city through which they run?

A. Yes, sir; I so understand their system.

Q. Do you understand that those same railroads are taxed over again in the general levy, or are they omitted from this valuation of personal property and real estate on which the general levy is made?

A. That I cannot answer.

Q. Probably they are omitted, are they not? This valuation of $52,000,000 of personal property, and $200,000,000 of real estate, does not include all the railroads that centre in Chicago, does it?

A. The railroads could not be taxed upon their personal property in the city of Chicago; they must be taxed upon their real estate, their depots, their location, their road-bed, or some part of it. In Massachusetts, we are not allowed to tax the location of a railroad, although we tax very heavily the railroads for certain parts of their property outside of their locations.

Q. Do you know how that tax is levied upon the railroads, sir, whether upon their real estate located in these various sections, or upon the whole railroad as a corporation?

A. I don't know positively whether it is upon the corporation, as a corporation, by these several districts, or whether it is a real estate tax. That I cannot answer. I know it is derived from the corporations by the assessment of the district taxes. It is a tax which certain property located in Chicago pays in that manner.

Q. Now, have you any reason to suppose that these railroads are taxed over again in the general levy?

A. I don't know whether they are or are not, sir. I should suppose not, because the tax which is put upon them is not in the

nature of a special assessment. If it had been in the nature of a special assessment, I should have no doubt that the property bore its share in the general levy; and likewise, whatever special assessment was put upon it for any paving, or water pipes, or any other local improvement by which they were beneficially affected.

Q. You value both real estate and personal property in Boston, Mr. Hills, at what you consider its fair market value, at the best price it would sell for at a fair sale; that is your principle, is it not?

A. The best price that it will *undoubtedly* sell for; not that it *may* sell for. Sometimes it sells above its value; sometimes we think, below, but not often below.

Q. And you have no doubt, have you, Mr. Hills, that the work of valuation in Boston, is, on the whole, rigidly and strictly, as well as honestly, performed?

A. Well, sir, we try to do our duty.

Q. Speaking for the whole force, I mean, sir.

A. I think the results prove that we find a pretty large share of the property in this city of Boston.

Q. Have you any reaon to think, sir, that the other cities of which so much has been said, are valued with the same strictness and with as near an approach to market value?

A. With regard to the real estate of Chicago, I believe that it is assessed substantially at market value. With regard to the city of Philadelphia, I have no doubt that for the last four years it has been assessed substantially at the market value.

Q. For real estate?

A. For real estate. With regard to the other cities, in some cases, I know of the system of reduced values being in force, which will always produce a set of statistics that will only mislead. The only statistics which can be availed of where the system of reduced values is used, is when you get hold of how much money is taken out of the people; that always tells, dollar for dollar.

Q. Mention some of the cities where the system of reduced valuation is employed?

A. Cincinnati is a leading case, I think.

Q. What other city is there?

A. Well, I suppose what Cincinnati does legally, New York does because she can or will. Cincinnati has authority to equalize given her by the legislature. Their last appraisement put the valuation of the city at $138,000,000, in round numbers; but they thought that was appraised too high, and they went up to the Legislature, and got permission to mark down nineteen per cent; so I suppose that in all statistics of the valuation of Cincinnati for the next five years (for their valuation stands now for five years, formerly it stood for ten), you will see her real estate put down at $111,000,000, with just as much addition to it each year as will represent the value of the new buildings erected; no more and no less; but it will not be the valuation of the property.

Q. You have answered my question, Mr. Hills, as if it had referred only to real estate. When I put the question, I had in mind the valuation of both real and personal property elsewhere. Is there any other city besides Boston where real and personal property both are valued with the same strictness that they are here, generally?

A. I shall have to say, I think not. If you ask me why, I can only say, in general terms, that their personal property bears no such relation to their real estate as does the personal property of Boston to the real estate we find here.

Q. Is there not another reason, Mr. Hills? Is it not notorious that nothing like the real value of personal property is assessed in most of the cities of this country?

A. Well, I think it is generally claimed to be so.

Q. It is perfectly well understood, is it not, sir, that in New York, real estate is valued at from twenty to twenty-five per cent of its real value?

A. I don't so understand it, sir.

Q. Have you not heard of plenty of such cases?

A. I should say the percentage, if you can fix a percentage there, is much higher than that. The striking characteristic in the New York real estate valuation, as I have investigated it, is their great irregularity; no percentage at all, sir. I have investigated cases where I found as high as seventy per cent, and others as low as fourteen. I presume the average valuation of the city would be somewhere between those figures.

Q. Somewhere between fourteen and seventy per cent, then, you think, would be the average valuation of New York for assessment, as compared with the true valuation?

A. Yes, sir; those are the highest and the lowest percentages I have met with; although I ought to say, that my opportunities for investigation have not been very extensive. I once tested a large number of valuable estates, or, rather, I got a table where a large number of valuable estates were tested in New York, and the valuation assessed had that range.

Q. From fourteen to seventy per cent of the true valuation?

A. Yes, sir. That, however, was made by a rival municipality, in an effort to reduce their share of the State tax, and to have the amount which would be taken from them placed upon the city of New York. I presume they picked about as bad cases as they could find, but that was their table.

Q. With regard to personal property in New York, is it not notorious that personal property, not only railroad stocks, and personal property invested out of the State, which is not taxable in New York, but stocks of goods, merchandise, etc., are grossly undervalued for the purpose of taxation in the city?

A. New York has a system by which a man is allowed to deduct from his actual property what he says he owes; and if Mr. Wells has proved anything in his report, he has proved that the people of the city of New York are terribly in debt, for they owe an amount almost equal, I think, to their personal property, or else their assessment is good for nothing — shows nothing.

Q. Won't you please answer my question otherwise than by

inference? You have answered it inferentially, perhaps; but won't you answer it directly? Is it not a notorious fact, that personal property in New York is grossly undervalued in the assessment?

A. If you mean, sir, that if the assessor has the valuing of a specific piece of personal property, he undervalues it, I don't think it is so; but if you mean the aggregate, I must say, as I said before, that the figures are so small for a place of such known wealth, the inference must be (and that is all that can be drawn from it), that personal property is not assessed in the city of New York as it is in Boston.

Q. One question about Philadelphia, Mr. Hills: The whole tax, substantially, is levied upon real estate, is it not? Only about $8,000,000 of personal property are taxed for city purposes?

A. For city purposes, yes, sir; but the State has a personal property tax.

Q. It is the city tax that you have been talking about to Mr. Keith, is it not; that rate of $18 per thousand is the city tax wholly?

A. That is the city, wholly.

Q. And it is assessed almost wholly on real estate, is it not; on $471,000,000 of real estate, and $8,000,000 of personal, is it not?

A. $491,000,000 of real, against $8,500,000 of personal, is the valuation of Philadelphia for the year 1871.

Q. Then the tax of Philadelphia, which is $18 on a thousand, is substantially a tax upon real estate alone, is it not?

A. Yes, sir.

Q. Now, Mr. Hills, if you were to levy the tax of Boston upon the real estate alone, as is done in Philadelphia, how much per thousand would it be? I mean, taking it upon the same basis that Philadelphia does, and leaving out the special assessments; I don't know that you have said anything about that before.

A. Well, sir, it would take some little calculation to find out; but it would increase the rate of taxation by reducing the valuation from about $585,000,000, to about $365,000,000: and you would raise your $8,750,000 upon $365,000,000, instead of upon $585,000,000.

Q. It would nearly double your rate, would it not; take you up to $30, or thereabouts, instead of $15?

A. I should think it would nearly double the rate.

Q. But in order to make a fair comparison between the taxation of Boston and Philadelphia, it is necessary to deduct the personal property from the valuation of Boston, is it not, as we have just done in the last computation?

A. It would be, sir, if we knew that there were no other taxes than those which are in the general levy of Philadelphia.

Q. Do you know that there are any other?

A. I do know that there are others, but I do not know their amount.

Q. Do you know that they are any larger in proportion than our extra ones?

A. I don't know anything about whether they are larger or smaller in proportion. I only know that they have a system of special assessments there. They have a system of State taxation, answering to our State tax, which forms no part of the $18 on a thousand, which the citizens of Philadelphia are assessed for city purposes. Our State tax last year was $1.65 on a thousand, and it would reduce our rate per thousand from $15.30 down to $13, and a fraction; $1.65 from $15.30.

Q. That is, the city and county tax in Boston is $13, and a fraction, and if that were levied upon real estate alone, it would be about double, say $26?

A. The city and county tax in 1870 was $13.65.

Q. Now, if that were levied upon the real estate alone, the rate would be nearly double, would it not?

A. No, sir; it would not be nearly double. When our real

is $365,000,000, against $218,000.000, personal, I think it would stand in the neighborhood of $21, on the real alone.

Q. That is, if you levy the city and county taxes of Boston on the same principles upon which the city and county taxes of Philadelphia are levied, our taxes would stand $21 to their $18?

A. I think you ought to give us the advantage of that $8,000,000 of personal property which they do put in, say $19 or $20.

Q. It would not be $8,000,000 in Boston, because our real estate is not so much as theirs. A corresponding amount of personal property in Boston would not give you $8,000,000 to add to your real estate here, would it?

A. I think, sir, upon the same class of items upon which Philadelphia raises $8,000,000, we should raise as much.

Q. Then it would be $20 to $18?

A. Say $20 to $18.

Q. Then our city taxation in proportion to property is to that of Philadelphia as $20 to $18?

A. If our several assumptions are correct, sir.

Q. Taking the figures you yourself have given, it would be so, would it not?

A. I cannot see any break in the reasoning, although I do not like to cast figures involving millions while I am upon the witness stand. I would rather do it sitting down, with some little care.

Q. You know, do you not, Mr. Hills, that as a matter of law in New York, personal property owned in the city, but not within the State, is not taxable, so that all the great New York enterprises outside of the State are not taxed?

A. That is mainly true, sir.

Q. Isn't it true as matter of law, in New York? Don't you know that?

A. I know our Boston citizens are assessed for personal property in New York.

Q. I am speaking of the law of New York. Haven't you found out, in the course of your investigations, that by the laws of New York, personal property invested out of the State is not taxable in the city of New York?

A. Yes, sir. I misunderstood your questions. I understood you to speak of non-residents.

Q. In comparing the taxation of New York with that of Massachusetts, or Boston, ought it not to be borne in mind that beside the great under-valuation of real and personal property in New York, there is the fact that personal property owned in the State, but not in fact in the State, is not taxed there?

A. It is a large item with us; I presume it would be a large item with them, sir.

Q. In other words, if you were to throw out the personal property owned in Boston, but existing elsewhere, from your tax list, it would make quite a deduction, would it not?

A. Yes, sir.

Q. Now, Mr. Hills, do you not suppose that if your real and personal estate in Boston were valued upon the same principles that real and personal estate are in New York, you would show a much higher rate of taxation than you do now?

A. Somebody else would show it, sir; I should not.

Q. The figures would show it, would they not?

A. Yes, sir.

Q. Mr. Hills, you have been six years on the Board, I think you said?

A. Yes, sir.

Q. And you are not aware that, within that time, there has been any disposition to any greater stringency in valuing real estate than there used to be?

A. I don't exactly understand the bearing of the word "stringency."

Mr. PUTNAM. Well, perhaps it is not a very good word, sir.

The WITNESS. Do you mean, do we do our duty any better than we used to?

Mr. PUTNAM. I have no doubt, Mr. Hills, you would wish to say you have always done your duty; but I will ask you if you do not think real estate is, in fact, valued higher, in proportion to its market value, without any intention on your part, now, than it used to be?

A. I think I understand what you mean, sir; and I think I can say that I do not believe that there has been any attempt to value real estate higher than it formerly was valued; that is, within seven or eight years, certainly; and that there was no attempt, prior to that time, to make it lower than the market value. I do know, however, that there has been a large increase in the taxable value of real estate. I claim it results principally from two causes: first, the general prosperity of the community; and, second, the rise in value of real estate. Perhaps the depreciated currency may have had something to do with the rise in those values. There has been a great rise in values during that time; and in the department with which I am connected, there has been more method, more system, employed in the valuation of real estate, and personal, likewise; they have been better equalized.

The assessors of ten years ago made abatements from valuations where estates were placed above their market values more frequently than we do now; but then, there was not the same method of valuation; and the result was, they got a low valuation, in which some persons were taxed very high, and some persons were taxed low. There is now a better system, and that has resulted in greater equalization.

Q. Mr. Hills, I took pains not to ask you about what you had intended or attempted to do; I ask you whether, in point of fact, the assessments of the last few years have been higher in proportion to market values than they used to be, say ten years ago?

A. I cannot answer that question in any other way, sir, than by saying that if a man does his work with method and

system, he will get a better result than if he does it without, however honest his efforts in either case.

Q. What I asked you was, whether the results are not better. As you see, I have taken care to leave out of the case all question of the intention on the part of the assessors to do their duty. Have not the results of late years tended to show a larger assessed valuation in proportion to market value than the results used to show? I mean the aggregate. I am speaking of aggregates altogether, now.

A. Yes, sir; I think of late years that our aggregate is a more even and equal assessment, and a higher one on the whole, — not as compared with any special estates.

Q. That is precisely my question, sir. My question is, whether the assessed valuation of the city of Boston, as a whole, is not higher in proportion to market value than it was ten years ago?

A. The low ones, if there were low ones, have been brought up to the level of those that were up before. That is precisely the way it has been done, and it has resulted in an increased valuation.

Q. Well, the fact is this, Mr. Hills, is it not, that the total valuation is increased, as compared with values ten years ago?

A. I think, in the aggregate, it is, sir.

Q. The aggregates are what I ask for, only, in that matter. You do occasionally get caught in overvaluing, don't you, Mr. Hills? You have been caught two or three times this year in that way, haven't you?

A. Well, not more than two or three times. I can recollect but a single case, now, of any moment.

Q. You remember a case up on the hill where you taxed an estate at $70,000, and it was sold for $60,000, shortly after?

A. Yes, sir; that was the horrible case which attracted our attention, and it is so infrequent, that I see it has attracted yours.

Q. Didn't you hear of a case this very year which came before your board, in which I happened to be interested as counsel, and therefore knew of it, in which they assessed an estate at $85,000, and had to reduce it to $75,000?

A. I don't remember that case.

Q. Well, sir, I had the honor to argue it, and bring about the reduction before your subordinates. You don't hear of all the cases; I suppose they don't all come to your notice?

A. I will admit, sir, that we make mistakes; when, for instance, there are, as we suppose, 2,000 feet of land in an estate, worth $20 a foot, and it turns out that there are only 1,500 feet, we are apt to put on an assessment which, when we know the facts, we are not warranted in sustaining.

Q. (By Mr. KEITH.) A single question: When you say that if the taxation in Boston were based upon the same system as that in Philadelphia, — that is, if ours was upon real estate as theirs is upon real estate, mainly, — it would be as $20 is to $18, it is on the assumption that the personal property of the city of Boston bears the same relation to its real estate that the personal property of the city of Philadelphia bears to its real estate, isn't it?

A. No, sir. I think I claimed that we ought to have credit for the items of personal property, amounting to $8,000,000, on which Philadelphia levies a tax. I know what those items are; and I think we could find in the city of Boston about that valuation.

Q. Now, let me ask you the question, whether, in your judgment, from your knowledge of the condition of the personal property of Philadelphia, it bears the same relation to their real estate that the personal property of the city of Boston does to its real estate?

A. I don't know enough about it, sir, to answer, except in a very general way, basing my ideas mainly upon the value of their real estate.

Q. Well, sir; basing it upon the best information you have, what would you say? whether the personal property of Philadelphia does bear as high a ratio to its real estate as it does in the city of Boston?

A. No, sir; I think not. Still, I give the answer without much confidence.

Q. Is it not a notorious fact, that the personal property of the city of Boston is much larger in proportion than in the cities west of New York?

A. That was the consideration in my mind which induced me to answer you in the affirmative, but somewhat doubtingly. I believe there is a larger amount of personal property in the hands of the citizens of Boston, in proportion to its real estate, than there is in any other city in the Union, excepting New York, probably.

Q. Would not the amount of bank capital, and other capital invested in large railroad operations, indicate, sir, that there was much more personal property in proportion to the real estate in the city of Boston than in the city of Philadelphia?

A. The bank capital might be a pretty good test. I do not know the amount of the Philadelphia bank capital, however.

Q. (By Mr. PUTNAM.) Mr. Hills, you know that almost the largest railroad interests in the country are in Philadelphia, don't you?

A. That is why I said the bank capital would, in my opinion, be the better test.

Q. Have you any reason for thinking Philadelphia is any poorer in personal property in proportion to its real estate than Boston?

A. Well, sir, I had to tell the counsel upon the opposite side that it was a mere opinion in my mind, somewhat vague, and that I had no statistics on which to base a judgment.

Q. I wish to ask you if you have any real foundation for such an opinion?

A. No statistics, sir; it is a mere impression.

Q. "Opinion" is rather a strong word to use, isn't it?

A. "Impression" would perhaps be a better word.

Q. Mr. Hills, you have seen this report, made in 1864, by an official committee in New York, in which they state that of the taxable property in the State, not one-fifth of the personal property is now reached; that while the real estate is assessed upon eleven-twentieths of its valuation, the personal property is assessed upon four-twentieths of its valuation?

A. Yes, sir; I own the document.

Q. You have read the statement, haven't you?

A. Yes, sir.

Mr. KEITH (to Mr. Putnam). Well, what is your question upon it?

Mr. PUTNAM. I only asked him if he had read that statement. I will put any question to him you desire.

Mr. KEITH. I only wanted to know if you asked him any question.

Mr. PUTNAM. I only asked him if he had read it. (To the witness.) Mr. Hills, have you any doubt that that is a correct statement?

A. Yes, sir, I have great doubt. The commissioners were about as barren of reliable statistics in that matter as I am in regard to the personal property of Philadelphia.

Q. But their judgment is about as good?

A. A little better; but I doubt if their statistics were of such a character that they could swear upon them to fractions.

Q. That opinion is about as well founded as your opinions in relation to the railroad wealth of Boston and other cities, is it not?

A. No, sir; I think not. I think I can form a better judgment when I know how cities are valued than any commissioners can from taking assessment rolls, that, from beginning to end, show anything but what they represent. What I mean to say is, such figures as those would always mislead a person.

Q. Then the assessment rolls, from beginning to end, show anything but what they ought to represent?

A. They do, in certain States and cities.

Q. And New York is one of them?

A. New York is one of them.

Q. (By Mr. STONE, of Ward 5.) Are there any other of the cities you have mentioned, except Boston, that assess mortgaged property upon both the mortgagor and mortgagee?

A. Yes, sir. I think Philadelphia does. They assess money at interest, and I suppose a mortgage is money at interest. They assess their real estate at its full value.

Q. I notice that the personal estate assessed in 1870 is $8,000,000, in Philadelphia, and I notice that the deposits in their banks are $45,000,000. You cannot think that the assessment in Philadelphia on personal estate is anything like a twentieth of the real value of it, can you, sir?

A. I don't exactly get the bearing of that question — the last part of it.

Q. What proportion is that $8,000,000, which is assessed in Philadelphia, of the real value of the personal property?

A. There we go into the region of speculation. Good authorities on the subject say that real and personal are about equal. If that is so, there must be a great deal more there, certainly.

Mr. STONE. You said that you thought the mortgaged property was taxed both to the mortgagor and mortgagee, and seeing such a small valuation of personal property, it seemed to me it could not be so.

The WITNESS. Excuse me, sir. That $8,000,000 contains no part of the moneys at interest. That amount is made up wholly of furniture, horses, cattle and pleasure carriages. That is the entire list of personal property which the city of Philadelphia is allowed to assess. But their assessors are required to assess certain personal property on account of the State, and

pay over directly to the State treasury the assessment money, which includes moneys at interest.

Q. (By Mr. STONE.) I don't ask for the State tax, I ask for the city. I ask you if there is any city that taxes both the mortgagor and mortgagee, as is the case in Boston?

A. I think Chicago must be one. I think, from what I remember of their schedules of assessments, that they include moneys at interest, taxed to the capitalists, and there is no abatement of assessment upon real estate mortgages.

Q. Do you pretend to say that that is any indication of the real value of the property, to tax both mortgagor and mortgagee? I will give you an instance to illustrate what I mean. I formerly owned a piece of property that was taxed for $15,500, counting the tax of both mortgagor and mortgagee; I offered to sell that property to the assessors for $6,000. I want to know if such a case as that is any indication of the real value of the property? Was there any more there than what the mortgagee lent on?

A. I have been dealing with assessed values. If you ask me how much Boston is worth, how much money there is here, you open a pretty wide field. If you ask me, I can give you an opinion as to the assessed value of lands, whether mortgaged or not. If you want to know how much of the money of our capitalists is invested in these mortgages, I cannot tell you. If you want simply my opinion whether, if a man has an estate that is worth $15,000, upon which there is a mortgage of $9,000, that man is worth $15,000 or $6,000, it is clear he is worth only $6,000. But he may hold property that is worth $15,000, and upon the property he holds, the law says we shall assess taxes.

Q. Ought you not, in order to get the real value of the property in the city of Boston, to deduct the amount of the mortgages, if you tax mortgaged property to both parties?

The WITNESS. Are you aiming for the whole property of the city of Boston?

Mr. STONE. Yes, sir; the whole property.

The WITNESS. Then deduct the mortgages from the real estate, add the United States bonds and other non-taxable property on the other side, and if you can ascertain what the figures are, you will come somewhere near the real money value of the city of Boston.

Q. The question I asked was, whether this valuation of the city of Boston, made by the assessors, which taxes both the mortgagor and the mortgagee, is any indication of the real value of the city of Boston?

A. It is the best indication which can be reduced to figures.

Q. That is, it is the best you have been able to do under your present system?

A. Yes, sir.

TESTIMONY OF FRANCIS P. HAYES.

Q. (By Mr. KEITH.) You have been a resident of Boston for a long while, Mr. Hayes?

A. Yes, sir.

Q. Will you please explain to the committee, what business you are engaged in?

A. I am the president of the Atlantic and Pacific Railroad, and the general manager of the Pacific Railroad in Missouri, and likewise director of other railroads in Massachusetts.

Q. How many?

A. Five, sir.

Q. Does your business make you familiar with the means of communication that are being opened with the West from the city of Boston?

A. Yes, sir.

Q. Please state, in round numbers, about the amount of Boston capital engaged in opening communication with the West in different directions?

A. That is a very difficult question to answer. I could only give a general estimate. As near as I can give it, including the debt, I should say from $150,000,000 to $200,000,000.

Q. Will you mention some of the principal lines of communication with the West, that are being opened and facilitated by Boston capital?

A. The Union Pacific Railroad; the Michigan Central Railroad; the Chicago, Burlington and Quincy Railroad; the Fort Scott Railroad; the Kansas Pacific Railroad; the Missouri Pacific Railroad; the Atlantic Pacific Railroad; the Missouri, Kansas and Texas Railroad; the Chicago and Alton Railroad; the Little Rock and Fort Smith Railroad, and a good many others.

Q. In connection with these new lines of communication that have been opened and are opening through the influence of Boston capital, will you state what amount is being expended by the city of St. Louis in order to get communication across the Missouri river?

A. The city of St. Louis chiefly, and gentlemen connected with that city, are expending now in building a bridge and a depot about $10,000,000. That is to obtain communication from the east shore to the west shore by a bridge. It is attended with great expense and great difficulty. Piers have to be sunk very deep in the bed of the river. I have been myself 117 feet underneath the bottom of the Missouri river

Q. They have to go down to the hard rock for the foundation?

A. Yes, sir.

Q. I understand, Mr. Hayes, that in your judgment, there are from $150,000,000 to $200,000,000 of Boston capital invested in these avenues of communication with the West?

A. No, hardly that. I said Boston controlled that. I include in that the mortgage debt, which may be invested abroad, or may be invested in Boston; wherever it may be. Including

everything, I should say $150,000,000 was a low enough estimate.

Q. When these avenues of communication are completed, what will be the effect, in your judgment, upon the business and commerce of Boston?

A. It will tend to increase it very largely. Wealth will pour into Boston, through these better avenues of communication. Boston is affected directly by all improvements connecting her with the West.

Q. Now, sir, when these avenues are completed, what facilities for shipment to Europe will the port of Boston afford compared with other ports?

A. Well, sir, it is inferior as it stands now. I should not consider it sufficient to do the business of a great port of the world, — a cosmopolitan city, if you choose to call it so. It would need further facilities.

Q. Now, sir, where is the opportunity for further commercial facilities for the city of Boston to accommodate this large amount of traffic that will be crowding in from the opening of these new lines of communication?

A. Naturally, sir, you would go to deep water, and naturally you would go to East Boston. That section of Boston has now a large part of the Calcutta business, and the general European business; naturally, the British steamers go there, and other steamers, requiring deep water, will naturally go there. With these new lines of communication, affording such facilities for the grain business and other business of the country, East Boston is the place that would naturally be sought.

Q. Now, sir, are there facilities on this side of the channel, or can there be facilities on this side of the channel, below the bridges, to do the business that will come from the West?

A. Not sufficient, sir.

Q. What, in your judgment, Mr. Hayes, should be the course of the city in regard to freeing these ferries?

A. My opinion is, sir, that if Boston wishes to be a great city, wishes to command the commerce of the world, or its fair share of it, if it wishes to develop and become a great city, it must be liberal; and its citizens must open free communication between the different parts of the city, on the same principle that the Warren Bridge, the Mill-dam, and all the other formerly-taxed avenues of the city were freed. The same principle would apply, in a great measure, to East Boston. In my opinion, the only correct way is to have free access from one part of the city to every other part of the city; and if you would enlarge the city and increase its prosperity, you must do as other sections of the country do, — give facilities for the transportation of passengers and freight from one part of the city to the other; and wherever there are the best facilities for doing the business you must go to these places, and you ought to make transportation there as easy as possible. Those are general principles, sir. Each person has his own views upon the subject. These are my views in regard to it. As a tax-payer of the city of Boston, I should say it was more for my interest to be taxed a little more for the purpose of developing East Boston, and the wealth and prosperity of Boston, by pursuing a liberal policy, rather than a narrow and restricted one.

Q. Have you any doubt, sir, that in the course of a few years, the growth and improvement of that part of the city would reimburse, in a very large degree, the outlay upon that section?

A. That is my opinion, that we should get back our money many times over. In order to avoid any question in regard to whether I have an interest in freeing the ferries, I might say, that I have about $20,000 worth of real estate (so appraised) in East Boston; I have ten or fifteen times as much on this side, at the South End, and in other parts of the city, in real estate; and I believe, without any reference to my interest at all, because my taxes would be a great deal more upon the

larger part than upon the lesser part, that the whole city would be benefited, and I should be benefited, by having the ferries free, and freedom of access from one part of the city to another.

Q. Do you see any other outlet for the commerce which is likely to come here, excepting through developing the commercial advantages of East Boston?

A. Well, sir, I suppose there are other avenues; but there are none so direct and so cheap as East Boston. That would be the natural place to go to for the purpose of doing business.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Hayes, I understood you to say that this great bridge at St. Louis was being built by the city. Did you mean to be so understood?

A. No, sir. I said the city and persons interested in business, chiefly.

Q. Do not the railroads take any part in building it?

A. No, sir; they do not. It is altogether a private enterprise, assisted by the city.

Q. Do you understand that it is to be a free bridge?

A. No, sir; it is to be taxed.

Q. To be a toll-bridge?

A. To be a toll-bridge; yes, sir.

Q. When you said, Mr. Hayes, that railroads of the value of $150,000,000 were owned or controlled in Boston, you did not mean to give the impression that that amount of capital was invested in them?

A. I expressly excepted it.

Q. I saw that you did, sir; but I thought it was not quite clear. You mean by that, the total capital and mortgaged debt of the railroads which are largely owned in Boston?

A. Yes, sir.

Q. They are also largely owned elsewhere?

A. Yes, sir; but I was referring, so far as I could, to what was controlled by Boston people.

Q. But quite a small proportion of that $150,000,000 would express the actual amount of Boston capital invested?

A. Much smaller than that.

TESTIMONY OF BENJAMIN CUSHING.

Q. (By Mr. KEITH.) You are one of the Board of Assessors?

A. Yes, sir.

Q. How long have you been so, sir?

A. Six years.

Q. Were you in the assessors' office as a clerk prior to that time?

A. I was.

Q. How long a time?

A. A year and a half.

Q. Did you assist in procuring these statistics from Chicago?

A. I did, sir.

Q. State whether you got them from official sources there, sir?

A. I did, sir; from their books.

Q. So that you are able to state that the items and the amounts are correct, as given by Mr. Hills?

A. I should judge so. He copied them from the tables I sent on while I was there. I have not examined them since.

Q. When were you there?

A. In November and December last.

Q. And you copied the items from their books?

A. Yes, sir.

Q. Now I will ask you the same question that I put to Mr. Hills, Mr. Cushing; and that is, whether there has been a raising of the valuation in Boston for the purpose of avoiding making the rate of taxation too high at any time while you have been connected with the assessors' department?

A. No, sir; I have never heard of it.

Q. I will ask you, sir, whether the question as to the rate of taxation, has had any influence, so far as you know, upon the assessors in making the valuation they have made for the purpose of taxation?

A. No, sir; I don't think it has. I never have heard one assessor mention the fact.

Q. I will ask you whether the assessments for taxation have been greater than the market values of the estates?

A. No, sir; I think not. There are individual instances.

Q. Have you kept a record of the actual sales, as compared with the valuation?

A. We have, for the last four years.

Q. Will you state whether the aggregate of those actual sales is above or below the assessed valuation?

A. The aggregate of the sales is above the assessed valuation of the year previous.

Q. Considerably above?

A. What I should call considerable.

Q. Whether the instances are rare in which a sale takes place for less than the assessed value?

A. Very rare, sir.

Q. So much so as to excite remark and comment?

A. I think, sir, that out of our 70,000 tax-payers, we have had fifteen cases on real estate the last year.

Q. Fifteen only?

A. That is all.

Q. Applications for abatement?

A. Yes, sir. That is all, to my recollection.

Q. Now, will you state, whether the record of actual sales bears out the correctness of your assessed valuation?

A. It does, sir.

Q. It has been stated, Mr. Cushing, in some reports that have been made, — Mr. Wells'report, I think, — that the city of

Boston lost $6,000,000 of taxable property last year on account of the high rate of taxation here. Will you state, sir, whether an examination of the assessors' books justifies any such statement as that?

A. I should think not, sir, by any means. It is very difficult to state why a person leaves us. We have parties leaving us every year.

Q. Well sir, could you, from examination of the assessors' books, find one-half of that amount which you could reasonably ascribe to any such loss?

A. No, sir.

Q. Or one-quarter part of it?

A. I should think not, sir.

Q. Not one-quarter part?

A. No, sir.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Cushing, taking the aggregate valuation of Boston for purposes of assessment now, as compared with say ten years ago, is it not, in your judgment, higher in proportion to real value?

A. I could not say, in regard to ten years ago; that is, without referring back to the statistics. Six or seven years ago, I should think that property was taxed as near its value as it is now.

Q. Be sure that you understand my question, Mr. Cushing. I asked you only for the aggregate. I didn't ask you as to any special cases. My question was, whether the aggregate valuation for purposes of taxation is not in fact greater now in proportion to real value than it was six years ago?

A. I should judge not.

TESTIMONY OF ELISHA POTE.

Q. (By Mr. KEITH.) Are you of the firm of J. H. Pote & Co.?

A. Yes, sir.

Q. Large teamsters, I think?

A. We have a large number of teams.

Q. How many teams?

A. About 30.

Q. Do you pass over these ferries every day?

A. I do.

Q. Many times a day?

A. Yes, sir.

Q. You pass over both the North and the South ferries, I suppose?

A. Yes, sir.

Q. I will ask you, in the first place, how you have been accommodated since the city took charge of the ferries, as compared with years previous to that?

A. Well, we have been accommodated very well since then.

Q. I will ask you, Mr. Pote, whether these teams are driven generally by those who own them, or by employees?

A. By employees.

Q. Now, will you please to state what has been the trouble with regard to blocking up upon the ferries? To what do you attribute those blocks?

A. Most of the time the trouble is overloading; putting on more than the teams can draw, sir.

Q. State whether, in your judgment, if the teaming was properly divided between the two ferries, there would be any considerable delay.

A. I don't think there would be any, sir.

Q. I will ask you whether a large part of the teaming might as well go over the new as the old ferry?

A. Yes, sir; I should think it might.

Q. Now, whether the same motive prevails with these men who drive teams for others, and those who drive their own teams, for avoiding blocks and delays?

A. Well, a good many teams will get into a string at the ferry, and they would probably stay there half a day, unless the owner came along and started them to the other ferry.

Q. Has that been your experience, sir?

A. That is what I have seen. I have started our teams from the string.

Q. Will you explain a little in detail, Mr. Pote, how that is?

A. Well, they don't like to drive round to the other ferry, when they get to one, either on the other side, or on this side. They don't mind, as long as they can pass away the day; that's about all they care about. If they had any interest at stake, of course they would start for the other ferry.

Q. State, Mr. Pote, whether, in your judgment, the upper ferry could do a much larger business than it now does?

A. I think it could do three times as much as it now does, without any trouble.

Q. If the proper regulations were made to divide the teams the travel might be largely increased, and still be accommodated by the present boats?

A. Yes, sir; I think so.

Q. Are you in favor of making these ferries free, sir?

A. I am, sir.

Q. Will you state your own reasons for it, in your own way?

A. My own reasons are, because I think it would be a public good, a public benefit to all. I don't know that it would benefit me any more than it would other people.

Q. Do you think it would facilitate travel to and fro?

A. I think it would increase the value of property on the other side.

Cross-examination.

Q. (By Mr. PUTNAM.) Mr. Pote, you have seen delays at these ferries, from strings of teams, have you not?

A. I have.

Q. And even since the city took charge?

A. Yes, sir.

Q. You have seen strings sometimes up as far as Lewis wharf, or Commercial wharf?

A. Yes, sir; very likely I have.

Q. And those cause delays, don't they?

A. Yes, sir.

Q. Then when you said that the main cause of the delays was overloading the teams, you overlooked the delays caused by strings of teams?

A. Well, if you get a team overloaded on the drop, they must stop there; they certainly can't get along.

Q. Are there no strings except when there are overloaded teams on the drops?

A. There may have been.

Q. Don't you know?

A. I pretend to say there is no occasion for it, if they would go to the other ferry.

Q. But as things are, don't you know very well that there are frequently long strings of teams, enough for two boat loads, and more, when there are no overloaded teams on the drop?

A. That I can't tell you, because, when I am riding along, I generally go to the other ferry. I don't stop to see what the obstruction is.

Q. If you see a string, you go to the other ferry?

A. Yes, sir.

Q. And so you don't know what causes the delay?

A. I don't know. I don't always come over the Old ferry; but I have seen teams delayed there probably long enough for two or three boats to pass.

Q. And you say you don't know what causes the strings you see?

A. No, not always.

Q. So when you said the delays were caused mainly by the overloading of teams, you were a little hasty in that expression?

A. No, sir; I don't consider I was.

Q. You still say the delays are caused by overloaded teams?

A. I still say that is the main cause.

Q. Although you never stop to see when you find a string there?

A. No, sir; not always.

Q. You say you go to the North ferry when you find the South ferry full?

A. Yes, sir; generally I do. If I am driving, I generally do.

Q. Do your teamsters do it much?

A. They don't, unless they are ordered that way.

Q. Are they ordered that way much?

A. I have ordered them often.

Q. How many times have your teams been by the North ferry within the last week?

A. Probably they have been over the North ferry a dozen times, or more.

Q. How many teams have you sent over the last week?

A. Well, I have about thirty teams, and they make from two to four trips a day.

Q. Say three trips a day, on an average, that would make 90 trips a day, which in a week would be 630, and you think a dozen of those trips have been made over the North ferry?

A. I can't say they have all been out every day, but we have that number of teams. Probably they will average twenty-eight teams per day.

Q. Twenty-eight teams a day, making an average of three trips a day?

A. No, I don't think they will average that, because I think the first four days of last week we didn't average but two trips a day; but Friday and Saturday some of them averaged four trips.

Q. A very insignificant proportion of your teams go by the North ferry, don't they?

A. When we have freight from Constitution wharf, or any of the north wharves, we generally go over the new ferry.

Q. But a very small proportion of your teaming goes over that ferry?

A. A very small proportion; yes, sir.

Q. Your men will not go that way, unless you give them express orders?

A. They are not apt to.

Q. Will they go there unless you watch them?

A. Sometimes they will, and sometimes they won't.

Q. (By Mr. KEITH.) What is the result? You said you sometimes made two, and sometimes four trips a day. Can you illustrate that by any experience of your own recently in regard to their going over the old or new ferry?

A. I don't know as that makes any great difference, whether they go over the old or the new ferry; they would make just as many trips probably.

Q. If they dont have to wait?

A. If they don't have to wait. But it is not on account of the waits that they did not go any more.

Q. (By Mr. PUTNAM.) You do not lose the trips on account of delays; you make all the trips you have business for?

A. There have been delays. I have been delayed some.

Q. Lately?

A. No, sir; not very lately. We have had a chance to do all the work we could get.

Q. You have had a chance since the city took control of the ferries, to do all the work you had to do?

A. Probably there may have been some short delay; but there need not have been any, by going to the other ferry.

Q. Have you not been prevented from making any trips since the city has had charge?

A. Well, I cannot state as to that.

Q. You pay about $5,000 a year for tolls?

A. Yes, sir.

Q. (By Mr. WINCH.) I understood you to say you were in favor of free ferries?

A. Yes, sir.

Q. Have you always entertained the same views you hold now?

A. I have.

Q. You have not changed your views recently at all?

A. No, sir; I have not.

Q. You have not expressed yourself in any different terms to any one that you are aware of?

A. No, sir; not but what I wanted free ferries.

Q. Do the other members of your firm hold the same views, as far as you know?

A. As far as I know.

Q. (By Mr. GREGG.) In case a new ferry was run from East Boston to T wharf, whether any portion, and if any, what, of your business would be diverted to that new route?

A. Well, probably it would be over half; I don't know but two-thirds.

Q. If, in case a new route was established from East Boston to T wharf, the South ferry was discontinued, would the North ferry accommodate the balance of your business?

A. Well, I think it would. It would be a little longer route.

Q. (By Mr. BROOKS.) I will ask you whether, in your judgment, so far as the tolls on teams are concerned, it would be immediate advantage to you, apart from the public benefit, to have these ferries free?

A. Well, I will state, as I have said to other people, that I can't say whether it would or not; but I am willing to run the risk, as I think it would be a public benefit.

Q. Whether, in your opinion, it would be an advantage or a disadvantage to Mr. Merritt's business, and Messrs. Pratt & Babb's business, to have the ferries free?

A. I think it would be more benefit to them than it would be to us, or as much, certainly.

Q. (By Mr. ROWE.) Have you heard any member of your firm express the opinion that he would like to have free ferries?

A. Yes, sir; I have, one.

Q. Which one of them?

A. No; not either one of them.

TESTIMONY OF SAMUEL FABYAN.

Q. (By Mr. KEITH.) What is your business?

A. Editor.

Q. Of what paper?

A. The Boston *Commercial Bulletin.*

Q. How long have you been in that business?

A. About ten years.

Q. Do you reside at East Boston?

A. I do, sir.

Q. Are you in favor of making these ferries free?

A. Yes, sir.

Q. Will you state your reasons?

A. So far as I am individually concerned, perhaps the advantage would be of no importance. I think it costs me and my family from $75 to $80 a year for tolls. I would rather pay $100, and be rid of the annoyance; but I think the question of rents and the enhanced value of real estate is altogether subordinate to the commercial question, and a matter of comparatively small importance.

Q. Won't you state your views in regard to that?

A. Well, so far as my observation extends, I should say that the manufacturing and commercial facilities of East Boston have been increasing in importance for many years, and with the railroads running down to tide-water at that point, and the facilities provided for handling and storing grain, I should say there was destined to be a great growth in that section of the city in the future, under favorable circumstances. You must expect growth at that point, if anywhere. Our Calcutta trade is already concentrating there, and Liverpool steam-traffic is there, and with free communication with the city proper, I should say our lumber, ice, fish and western produce trade would soon all go there. But as business increases at that point, this ferry tax becomes more burdensome. The distribution of the commodities imported there requires a very free use of the ferries, and this ferry tax enhances their cost to the merchants and consumers, and of course restricts, as all taxes do, expansion.

Q. Whether you see any sufficient chance for the growth of the commerce of Boston, excepting by developing the facilities at East Boston?

A. The chances for the growth and development of our commerce depend upon the economical improvement of our facilities and freeing them from all unnecessary burdens and taxes. This ferry tax is one of the burdens upon commerce. It appears, at first sight, perhaps, to be very slight; but these small burdens tell, and turn the scale of commerce against us in favor of other cities. It is a mere question of competition, and the difference of a quarter of a cent on the transportation of grain from Chicago to the seaboard will carry it either to Boston or New York. It depends altogether which way the difference is — whether it is in favor of Boston or New York. The difference in inland transportation between the two cities is now merely nominal; we are about on a level with New York. There is a

slight apparent difference in favor of New York, but that has been practically overcome of late, and we have lately had large exports of grain direct from this port for Liverpool.

Q. Does that come in bulk?

A. That comes in bulk; and once laid down in East Boston, it can be handled cheaper, it can be loaded on the steamer cheaper, it can be carried to Europe cheaper, than from the port of New York.

Q. The cheap handling arises from the facilities furnished by the new elevator, does it not?

A. Yes, sir. As I said before, it is simply a question of competition. If we can manufacture cheaper at this port, if we make refined sugar, if we can make bar iron, if we can make machinery, steam engines, boilers, anything, a little cheaper here than at other points upon the seaboard, commerce will come to this port in preference.

Q. Do you know of any better facilities for carrying on the branches of business which you have mentioned anywhere than are furnished at East Boston by nature?

A. No, sir; that is not only the best point in the port of Boston, but the best upon the seaboard.

Cross-examination.

Q. (By MR. PUTNAM.) If you regard this ferry tax so serious a burden upon commerce, how do you account for the prosperity of Brooklyn, which is separated from New York by ferries, which are not free?

A. I know very little about Brooklyn.

Q. You know that it is separated from New York by a stream which is not crossed by a free ferry, don't you?

A. Yes, sir.

Q. You have never heard, have you, that the tolls upon the ferries between Brooklyn and New York bore very seriously upon the commercial prosperity of Brooklyn?

A. I presume they do. There is no way of escape from

the conclusion. There may be prosperity in spite of it, but not an equal degree?

Q. You think it must have interfered somewhat with the commercial prosperity of Brooklyn?

A. I think so.

Q. You think if the ferries were made free that commerce would probably begin to revive at once in East Boston?

A. Well, not very abruptly, gradually. It has been increasing for many years.

Q. Do you think that taking off the tolls would have a direct tendency to increase the foreign trade of the port of Boston?

A. Yes, sir. Our produce merchants are making great efforts, in connection with our railroad managers, to establish a permanent produce trade here.

Q. Are these efforts made in view of the proposed freeing of the ferries?

A. I presume they are, partly. There is a great effort being made by our merchants to establish and maintain a direct steamship line from here to Liverpool. Hitherto, the steamers despatched to this port have been obliged to go to New York to complete their return cargoes. Arrangements have been lately made by which they can obtain full cargoes here.

Q. Do you think these arrangements were made with the expectation of having free ferries from Boston to East Boston?

A. I do not doubt but that they were influenced in a measure by that. By special contracts, our merchants have lately succeeded in doing what they have never succeeded in doing before — bringing grain here for export. It is an era in the commercial history of Boston.

Q. And you think the expectation of free ferries was an element in bringing about these contracts, do you?

A. I have no doubt about it, sir.

Q. (By Mr. WEBSTER.) You have stated that great efforts

were being made to bring the produce and grain from the West to Boston, and by way of Boston to Europe; will you be kind enough to state to us whether you expect that freight to pass over the ferries?

A. No, sir; but that trade will bring return freight here. It will swell the volume of the commerce of Boston.

Q. Do you expect it will facilitate railroad communications direct with East Boston from the West?

A. Our northern and western railway lines have access to deep water in East Boston.

Q. And the southern roads also, have they not?

A. Well, they have by way of the Grand Junction, but they have not availed themselves of it.

Q. (By Mr. WINCH.) Have not all our railroads access to East Boston by land?

A. I am not positive, but I think not.

Q What one is there that has not?

A. The Providence Railroad, I think, has not; but I am not sure.

Q. Have they not access by the Grand Junction road, also?

A. I think the New York lines have no interest there.

Q. You have referred to the export of grain from this port; can you inform us how freeing the ferries will facilitate the export of grain or any other western products? Will any portion of that freight go over the ferries, if freed, for export?

A. No, sir; but it will build up business that will go over the ferries.

Q. What business?

A. Foreign trade.

Q. You say that none of this freight will go over the ferries if freed?

A. No, sir; not of the outward freight, but the inward freight will. The outward and inward trade are intimately connected; one is dependent upon the other.

Q. What class of trade would keeping the tolls upon the ferries debar from coming here?

A. All kinds of foreign trade.

Q. Would it keep passengers from coming here?

A. No, sir; because they go by the way of the Grand Junction. The State has done its part, or will, I think, towards removing the burdens upon Boston commerce. That is, there is a bill now before the legislature abolishing the tax upon the emigrant passenger traffic. That will have a great tendency to encourage our steamship lines, and I think the city ought to do something to the same end; and the least it can do is to take off these tolls.

TESTIMONY OF AARON H. BEAN.

Q. (By Mr. KEITH.) What is your business?

A. President of the National Insurance Company.

Q. How long have you been president of that company?

A. Eleven years.

Q. How long have you been connected with the company?

A. Thirty-four years.

Q. You are a resident of what Ward?

A. Fourteen.

Q. Have you ever been a resident of East Boston?

A. Never.

Q. Are you the owner of any real estate in East Boston?

A. I am not.

Q. You are in no way interested, then, personally, in any property there?

A. None at all.

Q. I will ask you whether you are in favor of these ferries being made free?

A. I am.

Q. Will you state, in your own way, your reasons?

A. My attention was first called to the subject of the ferries about the year 1850 or 1851. At that time I was a member of the city council. I don't exactly recollect how the matter came up, but on various occasions in committees, this question of free ferries, and free communication from one part of the city to the other, was often discussed at that time, and I advocated freeing the ferries. I did it upon the ground that the people of East Boston had the same right to demand access to the city proper that the people of South Boston had; that formerly South Boston was isolated from the city, then there was a toll bridge erected, and finally the city purchased the bridge and made it free. I thought that the people of East Boston were entitled to the same facilities, either of a free ferry, a free bridge, or whatever the city might deem best to put across.

Since then, the city has joined with Cambridge and Charlestown in freeing the bridges to those towns. They have also taken the toll from the Mill-dam; and these facts have confirmed me in my opinion that if it was proper to have free communication between Boston and the neighboring towns, there should be the same free communication between the different parts of the city. I believe that a free ferry would increase the prosperity of that portion of the city, and if prosperity attended that part of the town, it would, in a measure, affect the whole city. I believe that the whole city must share, of course, in the prosperity, or otherwise, of the different sections.

Q. Do you think, then, it is simply a question of the condition of East Boston, or do you think that the city proper is as well interested in it?

A. I think that the whole city is interested in the question.

TESTIMONY OF COLEMAN COOK.

Q. (By Mr. KEITH.) What is your business?

A. I am real estate agent and auctioneer.

Q. Where is your place of business?

A. In Maverick square, East Boston.

Q. How long have you resided there?

A. From twenty-eight to thirty years.

Q. You are familiar, then, with the sales of real estate there?

A. I am.

Q. And with the present value of it?

A. Yes, sir.

Q. State whether real estate is in a depressed condition at the present time.

A. Well, sir, the land there is quite so, — some portions of it.

Q. State any sales that you know of, recently, indicating that, as compared with former values?

A. I have sold land there myself, that has not brought what it was mortgaged for twenty years ago.

Q. Recently?

A. Yes, sir; last September, some of it.

Q. Will you specify some of those cases?

A. I have some few instances here, which I took from my books. I sold a lot of land at auction on Condor street, for 13½ cents a foot. That land didn't bring what it was mortgaged for. The amount of the sale was $1,181. The amount of the mortgage and interest was over $1,900.

Q. How long had it been mortgaged?

A. About twenty years.

Q. Then at the sale last September, the land brought less than it was mortgaged for nineteen years ago?

A. Yes, sir; mortgage and interest.

Q. Do you remember the amount for which it was mortgaged nineteen years ago?

A. I do not.

Q. Do you know how long the interest had been in arrears?

A. It had been in arrears a good while, sir.

Q. State any other instance?

A. I also sold a lot of land on Chelsea street, for 21½ cents a foot, on the corner of Chelsea and Marion streets. That didn't bring near the amount of the mortgage. I also sold a lot of land on the corner of Bennington and Marion streets, for ten cents a foot. That was mortgaged for twelve cents a foot fifteen years ago, and the mortgagee was glad to get clear of it at that.

Q. How far was that land from where we are now standing in a direct line?

A. The land that I sold for ten cents a foot was about a mile and a quarter from the ferry. The land I sold for 21½ cents a foot was about half a mile from the ferry.

Q. Whether or not there is a large amount of undeveloped land in East Boston?

A. There is a large amount of it?

Q. Are you in favor of making these ferries free?

A. Yes, sir.

Q. What, in your judgment, will be the effect upon the prosperity of East Boston and Boston?

A. I think it will raise the value of unproductive land very much. There is plenty of it there.

Q. And increase building and manufacturing there also?

A. Yes, sir.

TESTIMONY OF JOHN C. CROWLEY.

Q. (By Mr. KEITH.) You formerly resided in East Boston?

A. Yes, sir.

Q. You are now a resident of Ward 15, I believe?

A. Yes, sir.

Q. Then from your former residence there you are familiar with the subject of the ferries?

A. Yes, sir.

Q. You, as the representative of your father, hold some estate in East Boston?

A. Yes, sir. I have to pay some taxes.

Q. Will you state the condition of real estate in East Boston, whether it is in a depressed condition or otherwise?

A. Decidedly depressed, sir.

Q. Are you in favor of making these ferries free?

A. I am, sir.

Q. Will you state the effect, in your judgment, of making them free?

A. My first reason would be, that it is, I think, the right of the people of East Boston to have a free avenue connecting their Ward of the city with the rest of the municipality. Their case differs from that of Brooklyn and Jersey City, because East Boston is really a part of the city, and is essential to the prosperity of Boston as a seaport, and as a manufacturing place, if it is to be more of a manufacturing place than a seaport in the future.

Boston might as well put a bar across its harbor, as to deny to East Boston the opportunities for development which its superior advantages entitle it to. I say that East Boston is essential to the prosperity of Boston as a seaport, because the wharfage facilities in Boston itself are very small, and are becoming lessened. The only part of the municipality where wharfage facilities can be had is at East Boston, and in the past,

East Boston has developed in the interest of Boston. The Eastern Railroad, for instance, was located there, and that, I believe, was regarded as a very great advantage to Boston. That road, of course, gave employment to a great many persons. And so ever since, East Boston has been developed in the interest of Boston. The people there did not choose any disadvantages of location which they ought to suffer from. I consider that they went there in the interest and for the development of Boston, and I believe the facts show it to be so.

Then another thing I would say, that I believe it would induce population to come to East Boston. East Boston affords to the producing classes of Boston (who are, I think, in that respect, the most valuable classes of Boston) residences near to their places of work. If you look at the map, and at the relation of East Boston to the city, you will see that the territory of East Boston is nearer to the places of work, the wharves and manufacturing establishments, than any other territory of Boston; and it is natural that the people should desire to live near their places of business. In East Boston, land can be obtained cheaper than in any other part of the city so accessible to business, and they would naturally look there. A great many people have savings which they could invest in the purchase of houses to be owned by themselves. I have done a great deal of real estate business in connection with my profession, and I know how people invest their savings in procuring homesteads for themselves. I think they will locate in East Boston in preference to anywhere else, because of the advantage of being near to their business.

TESTIMONY OF THOMAS D. DEMOND.

Q. (By Mr. KEITH.) What is your business?

A. Wholesale grocer and flour business.

Q. Where are you located?

A. State street.

Q. Won't you state the extent of your business?

A. Half a million a year.

Q. Where is your residence?

A. In East Boston.

Q. Are you in favor of making these ferries free?

A. Yes, sir. I am.

Q. Will you state your reasons?

A. It is not so much on my own personal interest, as I know of, as it is for the general interest of the place, and the city at large also.

Q. In what way, in your judgment, would it affect the general interest?

A. By increasing the business of the place, calling people over there to establish business of various kinds.

Q. Whether or not, there are not greater commercial facilities in East Boston than in the city proper?

A. I should say so.

Q. Is there any chance for increasing those facilities so well as at East Boston?

A. I should judge not, sir.

TESTIMONY OF ASA P. HATHAWAY.

Q. (By Mr. KEITH.) What is your business?

A. Western produce, flour and grain.

Q. Where is your place of business?

A. 3 Commerce street.

Q. Where do you reside?

A. Boston proper.

Q. Have you any property in East Boston?

A. No, sir.

Q. Were you formerly a resident there?

A. Yes, sir; some seven years.

Q. So you are familiar with these ferries?

A. Somewhat.

Q. About what is the extent of your business, per year?

A. About a million dollars.

Q. Will you state whether you are in favor of making these ferries free?

A. I am in favor of free ferries.

Q. Will you state your reasons, in brief?

A. It is to benefit the city proper, as well as East Boston.

Q. To promote the general growth and prosperity of the city?

A. Yes, sir; to promote the prosperity of the city.

Q. Do you think it is essential to the prosperity of Boston proper, as well as to that of East Boston?

A. Yes, sir; it will be in the course of fifteen or twenty years from now.

TESTIMONY OF JOHN NOBLE.

Q. (By Mr. KEITH.) You are an engineer by profession, I believe?

A. Yes, sir.

Q. You have been for a long time a resident of East Boston?

A. Yes, sir. I have been connected with it for thirty-five years.

Q. I gave some statistics in my opening in regard to the wharf property of East Boston, furnished by you. Those are correct, are they?

A. Yes, sir; they are.

Q. It appears from those statistics that there is a large amount of land in East Boston suitable for building purposes, now unoccupied?

A. Yes, sir; quite a large proportion.

Q. Are you the agent of the East Boston Company for the sale of land?

A. I am.

Q. Will you state some of the sales of eligible building lots which have been made recently, and what prices they brought?

A. Some as low as 8 cents a foot, some 15, and some 18 cents a foot. The land that brought 8 cents a foot is very eligible upland, a mile and a quarter from the ferry, and within two miles or a mile and three-quarters of where we are now.

Q. That I understand to be good high land?

A. Good dry upland.

Q. State whether water and gas are furnished there.

A. Not where the land was sold for eight cents a foot.

Q. The street is accessible so that water pipes can be laid the moment the buildings are erected?

A. Yes, sir.

Q. Now, whether there is a large amount of wharf property unused at the present time in East Boston?

A. I think more than half of the deep water property is unused.

Q. That furnishes superior facilities for a large increase of manufacturing, does it not?

A. It does, on deep water.

Q. I think you gave me the extent of deep water front, as three and a half miles?

A. Three and a half miles from Jeffries' Point to Chelsea street bridge.

Q. And the water at low tide is how much?

A. From eighteen to twenty-five, twenty-six and twenty-seven feet at low tide.

Q. That is better than you find on this side, is it not?

A. I think it is better than the average of water you find on the city proper side; at least, equal to it.

Cross-examination.

Q. (By Mr. PUTNAM.) The wharf property on this side is very much depressed also, is it not?

A. From what I see, I suppose it to be so.

Q. The wharf property on this side is not fully occupied, or employed, is it?

A. Not fully, sir; but on the other side, half of it is not employed or used at all.

Q. That is, there is not business enough for the wharf property on this side alone, much less the whole extent of the wharf property of the city?

A. For some reason, I will not say for what reason, half of it is not occupied on the other side at all.

Q. Didn't you say that a large portion of it is not used on this side?

A. Not fully employed. I don't know that I would say that it is not used.

Q. You know it is not fully employed on this side?

A. I suppose so: I have no personal knowledge of that fact.

Q. Was there not quite an extensive real estate speculation in East Boston fifteen years ago?

A. From 1854 up to 1857, land sold very well.

Q. How do recent sales compare with previous sales?

A. I have no means of determining.

Q. Whether or not there was not quite a speculation in real estate in East Boston some years ago?

A. I don't know that there was any particular speculation. Being a new place, there was more or less speculation all the way through. The place thirty-six years ago had but one dwelling-house upon it.

Q. These ferries were started by the Land Co. of which you are agent?

A. Yes, sir; they were started and run for some years at their expense.

Mr. KEITH. I will not trouble the committee with any further testimony. I had some quite heavy tax-payers who have been detained by reason of sickness; among others, Mr. Silas Peirce; but it would be testimony of the same kind that we have already put in, and I think I will close.

Mr. PUTNAM said he desired to call one witness, who was sick at the time he put in his testimony.

TESTIMONY OF JESSE SMITH.

Q. (By Mr. PUTNAM.) You are a member of the Boston police, are you not?

A. I am.

Q. Do you live in East Boston?

A. Yes, sir.

Q. Have you been stationed on the ferries of late?

A. I have been two years on this side. Previous to that, I was for about nine months on the East Boston side.

Q. How long have you been familiar with the ferries and with East Boston?

A. Eight years.

Q. You are at present stationed on this side?

A. On the Boston side.

Q. At which ferry?

A. At the South ferry — the old ferry.

Q. I will ask you whether the old ferry furnishes any more accommodations than are needed now for the teams that use it?

A. It does not.

Q. Are there frequent delays now for want of accommodations on the boats?

A. There is a great portion of the day, when, on an average, there are more teams than the boats can take.

Q. How large a part of the day is that the case?

A. I should think more than half, on an average; all of half; that is, of the business hours of the day; from seven o'clock in the morning until six or half-past six at night.

Q. How long a string of teams do you sometimes see there now waiting for the boat?

A. Well, lately I have seen strings of teams running as far as Lewis wharf, quite often.

Q. How many times a day does that happen?

A. It won't occur every day, I should think; but it might occur sometimes four or five times during the week. Perhaps some days there will be four or five times a day that they will get a line up as far as that.

Q. Something has been said about the delays arising from the taking of tolls. What does that amount to, according to your observation?

A. There is very little delay arising from taking the tolls. The tolls are generally collected before the boat is unloaded. When the boat comes from East Boston, the tolls will be taken before the teams get off, so that the teams that are waiting can go directly on when the other teams come off. There are times when there may not be teams enough there to load the boat, and teams continue to come down, from which the fares haven't been collected; and in such cases, they may have to stop to make change before they can get on the boat, which would make a momentary delay.

Q. That will be a delay to the boat, but not a delay to the team?

A. No, sir; they always calculate to start the boat on each side as nearly as they can at the same time, and the boat on the other side might be started when they stop to make change, and there might be a little delay.

Q. But the teamster would not lose the boat?

A. No, sir.

Q. The main source of delay is from there being more teams than can get on a particular boat?

A. That is the cause of the more serious delays.

Q. What has been your experience in attempting to get teams to go to the other ferry?

A. The teams don't go there. There are not near so many crossing on the new ferry as on the old. Many times when there will be a line of teams at the North ferry, extending up to Commercial street, I have been up to the head of the line and told the teamsters that they would get over quicker if they would go to the North ferry; but the answer generally has been, they would rather wait two hours than go there; but sometimes there are teams, especially those of strangers, who are not used to crossing every day, which will haul out from the line, and go to the other ferry when I tell them they will get over quicker; but, generally, a teamster will hardly ever haul out of the line, and go the other ferry.

Q. What, in your judgment, will be the effect of removing the tolls, on the increase of teaming?

A. I think there will be an increase of teaming.

Q. Would it not require increased accommodations?

A. It would, unless they could get some method of equalizing it between the two ferries. If the teams could be induced to go to the North ferry, when the other one is full, I think the two ferries could do more than they do now.

Q. Take the ferry where you are; if that were made free, could it be run without increasing its accommodations?

A. I don't think it could.

Q. Are you familiar with the roads leading out into Essex County, from East Boston?

A. I am somewhat familiar with them, so far as Chelsea, North Chelsea, Lynn, and other towns in that neighborhood are concerned.

Q. Would freeing the ferries, in your judgment, have any tendency to bring travel from that direction?

A. I should think it would. It would shorten their route a great deal over the route by the way of Chelsea proper and Charlestown bridge.

Q. And save the toll on Chelsea ferry?

A. Yes, sir.

Q. It would not be much farther than to go by Chelsea bridge?

A. I don't think it would be so far. I think it is a more direct line. Coming by the way of Chelsea, through North Chelsea, and over the old bridge, so called, would be a nearer route than by Chelsea ferry.

Q. You were summoned here several weeks ago, were you not?

A. I think it was four weeks ago to-night.

Q. Were you sick?

A. I have been sick since. I was laid up three weeks.

Q. (By Mr. SMITH, of Ward 1.) Are you in favor of freeing the ferries, or opposed?

A. I am in favor of it.

Q. Do you think it would be any benefit to the city of Boston, as well as to East Boston, to have the ferries made free?

A. I do.

Q. (By Mr. PUTNAM.) You live in East Boston, and have a house there?

A. I do live there, and own my house.

Q. (By Mr. BROOKS.) In your judgment, how nearly is the teaming divided between the two ferries, at the present time?

A. I don't go to the North ferry a great deal, and don't have a chance to know much about it. But from what I hear from men connected with it, I should think that the South ferry was carrying certainly four-fifths of the teams at the present time.

Q. There are times in the day now when it carries four-fifths of the teams?

A. I have heard men connected with the boats up there, who have been down to the South ferry, when we would have a line of teams reaching clear into Commercial street, and around the corner, say they did not have more than an average of three or four teams to a boat up there, besides the horse car.

Q. In your judgment, how much more teaming could both ferries properly accommodate than they do now?

A. I should think that they could accommodate one-third more sure, if it was equally divided between the two ferries.

Q. Don't you know, from your connection with the ferries, that teamsters, when they know that there is plenty of room on the new ferry, will not go there, but prefer to wait some considerable length of time, and cross over by the old ferry?

A. As I have said, they have told me they would wait two hours rather than haul out of the line and go to the other ferry.

On motion of Mr. FLANDERS, it was voted that when the Committee adjourn, it be to meet on Friday evening, at eight o'clock.

On motion of Mr. STONE, the Committee adjourned.

NINTH HEARING.

FRIDAY, MAY 19.

The Committee was called to order at eight o'clock, by the Clerk, and, in the absence of the Chairman, Mr. SMITH, of Ward 10, was elected Chairman *pro tempore.*

Mr. PUTNAM stated that before the arguments were proceeded with, Mr. SAMUEL A. WAY desired to make an explanation in reference to an apparent contradiction between his statement of the amount of real estate owned by him, and the testimony of Mr. THOMAS HILLS, as reported in the newspapers.

Mr. WAY then said, that in making the statement he did, when upon the stand, that he owned real estate to the value of a million of dollars, he used round numbers, and was not particular about the exact figures. He saw, by the report in the papers, that one of the assessors (Mr. HILLS) had testified that he was taxed in this county for only about $600,000. His (Mr. Way's) statement was not that he was taxed on a million dollars, but that he valued his real estate at that amount.

He then read a statement by his bookkeeper, HENRY KELLOGG, jr., under oath, that real estate was debtor on his books $974,082.46. In addition to this, there were some other estates in which Mr. Way was interested with other parties, on which he paid taxes, making the whole amount, Mr. Way stated, about $1,100,000, at present prices, three-quarters of which was in Suffolk County.

CLOSING ARGUMENT OF HON. T. H. SWEETSER

FOR THE PETITIONERS.

Mr. Chairman and Gentlemen of the Committee: It troubles me very much to determine in what way I can devote my hour to the consideration of the subject before the committee; because, as I look back, I find that, in my view, the evidence on one side and the other that has been given in this case and in this hearing, is almost all of it on one side of the subject. We have precisely what we had before the hearing commenced; the number of people, or substantially the number of people, who live in East Boston; the number of acres of land vacant there; the wealth of East Boston; and we have besides the taxable property of the whole of Boston. We had all that before; or, if it was not before us, it was, at any rate, in the archives here at City Hall; and these facts which I have just named, contain pretty much all there is for the consideration of the Council, in my view, in determining the question before the committee.

We are talking about a ferry. Well, what is it? It is simply one mode of furnishing a highway, or a way, and nothing but that. If you go back to the history of the ferries in this State, you find them to have been provided for by the Commonwealth, or by the legislature before the Commonwealth, as one of the modes of providing highways, or ways, and nothing else. You find laws for their creation at the same time that you find laws for the creation of ways in towns, and highways between towns. You find provision made in some cases that they be arranged by towns, in others, that they be carried on by individuals or by corporations. You find the same thing with regard to turnpikes; you find the same thing with regard to bridges. You find the same thing, therefore, with regard to all other kinds of ways that you find with regard to these ways. You do find,

in addition, that there are other ways provided to be arranged by towns and by cities, — by towns, ordinarily, — in other modes than the way or ways provided by the legislature for the maintenance of bridges and for the maintenance of ferries, and nothing else. Then these are, in the history of the Commonwealth, nothing but modes of communication.

Take our statutes as they now stand, which provide that county commissioners may, where it is found to be convenient or necessary, appoint certain persons, who may establish ferries, may take tolls for the carriage of people upon the ferries, and charge certain amounts for the tolls; that those amounts shall be fixed by the county commissioners, and the county commissioners may, if they choose, provide that in certain places the towns themselves shall provide for the ferries. In such case, if the persons who are appointed by the towns do not obtain sufficient from the ferries to pay them, then the county commissioners may provide that the towns shall pay such deficiency as falls upon the persons who undertake to carry on the ferries. Although I believe there is not an instance in the Commonwealth of Massachusetts where the county commissioners do provide that ferries may be carried on by the towns, yet you have that provision of law still standing upon the statute-book.

This is the character of the thing we are talking about. We are talking about highways, which, in all the different modes in which they are established, except in the legislative mode, are provided now to be obtained from the towns or from county commissioners, upon the determination that they are of common convenience and necessity. As to all the modes of communication that are now known, you have laws which provide that there shall be a determination as to their common convenience and necessity. In the first instance, as to highways. I am now talking about a case where the provision of law does not extend to cities; but with regard to towns, the selectmen, in the first place, lay out your town ways and report

their laying out to a meeting called for the purpose. That meeting adopts or rejects the report of the selectmen.

In the case of highways, or modes of conveyance between town and town, you have the county commissioners, to whom application is made, who give notice of the application, and determine that matter of themselves. As to bridges in towns where the lines of the bridges, the two ends of the bridges, are in the same town, they are town highways, provided by the towns; where the lines of the bridge, the two ends of the bridge, are in different towns, they are provided by the county commissioners. As to ferries, I have already stated. We had first ways, or highways, then ferries, then bridges, — in the third position; because, just as soon as the people become wealthy enough to provide bridges, just so soon they drop the ferries, and so it has been throughout the Commonwealth. Under this system in Massachusetts to-day there are hardly any ferries left; out of Boston, I think there are only two left. I think there is one near New Bedford, and one at South Hadley. Those, I think, are the only two that are left in the Commonwealth, except those we are now talking about.

In the history of Massachusetts, we have come to a time when the bridges which took the place of the early ferries, and which took their place as toll bridges in the first instance, have become free. Boston was not first in that, I think. My recollection is, that within my time — I am certain that within my time — all the bridges upon the Merrimack river — two at Lowell, two at Lawrence, one at Haverhill, one at Amesbury, two in Newburyport — have all been made free. Within twenty years, according to my recollection (I may be mistaken about it), within twenty years, right around Boston, you have had six bridges made free. Within fifteen years, I think, but certainly within twenty, I am quite sure, all the bridges around Boston have been made free.

It is so almost everywhere over the Commonwealth. You are brought to-day to consider whether or not you will do the same

thing with regard to the ferry or ferries that pass between East Boston and Boston, that has been done within the last twenty years with regard to the bridges that pass, not between Boston and any proper portion of it, but between Boston and the adjacent towns. That is the question on which you are called to act; that question, and that alone. If it was a question of a bridge which might cost to-day all the money that you are asked to expend upon these ferries, or if it was a question of a tunnel, and you were asked to expend just so much money to-day upon it as you are asked to invest now in money, the question would hardly be one which would take our attention at all; and certainly we should not have been spending eight or ten evenings about it here, upon a matter of testimony. It would be simply the question whether or not Boston thought she could do it; that, and nothing else. You have done the same thing with regard to the communications of Boston with the outside neighborhood, that you are asked to do to-night, by us, in relation to the communication between Boston and East Boston.

The only difference between the two things is, that you are now asked to make a free communication by ferry, rather than free communication by a bridge. That is the only difference. Why are you asked to do the latter? Because it is understood, at least, as far as I know, at the present time, that it is impossible to build a proper structure either in the nature of a bridge or in the nature of a tunnel. Whether or not, if you could build either, the expense would be so great that you might hesitate and reluct because of it, is another question; but I understand that to-day, it is supposed that neither of them can be built. I know, and perhaps I ought to refer to it, that a gentleman, who is not an engineer, undertook to say here, in his testimony, that he had figured that a tunnel could be built, which would answer a pretty good purpose, between here and East Boston, for something like a million of dollars. If it could be done for two millions, and it was a proper thing to be done, then I should

have no doubt whatever that that thing, in the future, would be done; or if it could be done for three millions.

My impression is, that when you read with regard to the position of the Thames tunnel, when you read with regard to the condition in which people are who pass through it, you will find that the only thing that can be done here is to build a bridge, and abandon the idea of a tunnel utterly. Still, it may be, that to-day, a tunnel could be built better than the one under the Thames; but, at any rate, whatever may be the future question with regard to that, certainly it is not to be argued here, I suppose, by anybody, that it will do to act upon the theory of the gentleman who testified here in regard to it.

Now, I propose to address myself to this question alone; for I am not prepared at all to go into the question whether or not this is a matter which is affected by the jealousies of the different sections of Boston; whether or not this is opposed by a new part of Boston against an old part of Boston; I have nothing to do with that question; I am entirely aloof from it. It is a question which I cannot go into; and if I should go into it at all, it would certainly be going into a matter wide of the mark; it would be calling up matters which ought to excite attention against me rather than for me. I leave them, therefore, entirely one side.

What has been the position of Massachusetts in regard to this matter of money, which is the matter of cost, in doing away with the toll bridges in this State? What has been its position in that regard? Why has it been done? Why has it been done upon the Merrimack? Why has it been done upon the Charles? Why has it been done upon the Mystic? Why was it done everywhere east of the Connecticut, and I believe everywhere upon the Connecticut, except at one point, South Hadley? What is the reason of it? The question put to every one of the places where it was done was this question: 'How many people are there demanding a passage across the

river, on one side and the other? What is the number of those that pay toll? What is the expense of making it free? Has the time now come when it can can be made free, when it is convenient and necessary to have it, and when it can be done by the people of the State?" That has been the sole question — convenience and necessity, and the expense, which is the necessity. Between Boston and Cambridge, between Boston and Charlestown, between Boston and all the places to which the old turnpikes went, — what was the question but that one? Nothing. There was no other question. Was it because the people in the country desired to come to Boston, and were obliged to pay? Was that the question alone? The people of Boston desired to be visited, and they desired to visit. It was a double question. It was not because Boston did not stand in this position with regard to that question. It is true she did not stand in a position where she had thirty thousand population within her own borders; the matter entirely within her own power, and in a position where they must come to her in order to obtain the means of subsistence, and where she could say to those thirty thousand people, "You have got to come to us, and we will do nothing for you." That is true. But Boston stood in the position of a party desirous to have a call from all those who wished to come to her for the purposes of trade; and Boston said to these parties, "Come! we will pay." True enough, the legislature had to interfere, but the legislature did not interfere with regard to the freedom of all the bridges which surrounded Boston, until Boston asked her.

It is true enough that it was said, with regard to making these bridges free, as it is said now by certain wealthy people who have obtained money enough, or believe they have, so that they can live upon its income, and by taking care of that wealth alone, — it was said by them, as it is said now, "You do this thing, put this expense upon our shoulders, and you will increase our

taxes so much that by and bye we shall not be able to bear it." That has always been said; it is said now, and always will be said. There is always a pretty large portion of the population of every city laying back upon its money, living upon its money, growing, as far as it can, by taking care of its money, that always makes that objection.

Wealth, as it grows older, is the more apt to make it. It has made it, in every single instance that anybody now living can name in which there was an undertaking to do anything for the benefit of the public, which did not directly benefit the particular money. It has always been done, and always will be done. It has been done with regard to every measure of this character which has taken place. But it was a question whether or not the people should have that which they had determined, in the very first instance, to be the right of the people; and that is, their roads built by the treasures of the cities and towns; that, and that alone, was the thing; that alone was the motive which impelled the thing to be done, and it was done, and done from that motive alone.

Let us see whether or not that went farther than Boston. Take the towns upon the Merrimack. Lowell stands a little higher, and only a little, as to the matter of population, than does East Boston. The second or third city in the Commonwealth only stands in about that position. Lowell had across the Merrimack two bridges, both of them toll bridges. Both of them, or at least one of them, to my knowledge, had taken the place of a ferry, — a ferry which, I think, had run within my life time. Lowell was called upon to take one of these bridges. Lowell hesitated for a long time, longer than almost any other people would have hesitated. Why? Because a large proportion of the people who owned the money that made Lowell were non-residents of the place. Their money was in the stock of the corporations located there. Living away from there, it

was no object for them to have Dracut, or any other town to the north, whether in New Hampshire, or in Massachusetts, come into Lowell free. Fifty thousand, sixty thousand, seventy thousand dollars, for building a bridge, therefore, was an item to be saved, if possible, and therefore it was a matter of long contest.

Finally, it was brought about, only about twelve or fifteen years ago. As soon as one of the bridges was made free, the other, of course, was made free, and by the same process. Another bridge is now in contemplation, of course, to be a free bridge. Another one, still, is about to be built within the State, north of Lowell. As you go south to Lawrence, Haverhill and Newburyport, you find precisely the same things done. Well, what is it but a mere question of time when the people will do that which they have said from the beginning they would do, and do it by the towns and cities,— by the treasures of the towns and cities in which the bridges are,— make free communication?

The proposition is made here with regard to East Boston. What is the answer to it? Why, the answer to it is, "It will cost too much. You don't know what you are asking." But will it cost too much? It costs somebody too much now. Who does it cost too much? You don't get money enough to pay the expenses. You get, perhaps, $150,000 a year; perhaps $140,000. You can get enough; you can make the tolls high enough. You don't do it; you choose to pay part. Why? Oh, because it costs less to make it cheap. Who does it cost? Well, the people who pay. Does it? Here, we will say, are a thousand people, who travel over there by teams every day. Whose goods do they bring? Who uses the goods? Who eats the produce? Every man that eats it, in some form or other, pays the expense, *and more too.* Is it charged? Is there any question but what it is charged? Does anybody doubt it?

It is paid by the people every day; every cent of it — every half cent of it — every mill of it. You are paying it; only you are paying it indirectly and you do not feel it. How much does it all amount to? You would not feel it if it was taken off, perhaps; you would not feel it if it was double, perhaps; but you pay it, and there is no way of demonstrating that you do not pay it.

Now, there are from ten to fifteen thousand people who come over to Boston every day, and go back again; come over here to work, I suppose; at any rate, the figures that have been given us show that from one-third to one-half of the population of East Boston come here daily. I suppose they are mostly laboring people. They pay from two to four cents a day to come over here; they pay, it is said, more than the teams pay. Well, who pays it? Do they pay it alone? or is it paid by A, B and C who live upon this side?

It is not a question of demonstration, perhaps; I cannot prove it; nobody can disprove it; but I say, that there is no man who lives there who does not charge it, if he can; who does not get it in some mode or other, if he can. It may be that he is not able to charge the whole of it. I should venture to affirm, however, that if there was any mode in the world in which he could charge it, he would do so, either by the loss of the time, if it was lost time, or by actually charging it, in some way or mode. There is probably nothing of the expense, of any consequence, that is not included in the matter of charge to the general population of the city of Boston, by all the people who use that ferry as a method of coming here, either to get goods, or to bring goods, or to bring labor; not a dollar's worth, not a cent's worth; and yet, we are talking here about the question whether or not the city of Boston shall pay it out of its treasure, and shall not call upon the man who does not believe, whatever the fact may be, that he gets it; shall not call upon him directly for it every time he traverses the ferry.

That is the question that is propounded to you: you cannot pay it, because it is too much. Let us suppose, for instance (to put that proposition in another form), that I ask for a bridge which costs two millions of dollars; or, if you please, three millions of dollars. There is no trouble about it; the United States do not interfere; there is no trouble about vessels coming to the Navy yard; nothing in the way; it is only a question of expense, as to building a bridge across a sheet of water which is eighteen hundred feet wide, and that is all. I come and present that question to the City Council of Boston, and ask them: "Gentlemen, will you lay out this bridge for thirty thousand people who desire to come over here for their goods; for not so many, but a large number of people, who are in constant use of the lands of the city of Boston, for the purpose of receiving their freight? Will you furnish that bridge?" How long, upon a mere question of expense, would it be that that question would be argued, before it would be passed? Would there be any doubt about it? Have you not done the same thing in regard to various other places? Have you not done substantially the same thing for South Boston?

I am not going into the question of expense; but, have you not done substantially the same thing with regard to South Boston? Have you not done it, and are you not doing it, with regard to the large avenue across the river on the other side? There would not be a moment's hesitation. Why? Because the expense, put in that form, would be so little compared with the demand. And that is the only question here. You are not asked to expend three millions of dollars. You are told it costs only $150,000, or $200,000, or $175,000 a year, if you please, to maintain the ferries. You would not wait a moment upon this question of public expense. It is not a question of interest; it is the question of how many dollars does it take to pay the money now? And "can we pay it?"

The question, whether you could pay it or not would be de-

termined instantly: "We can pay it; it costs so much; we will pay it;" and that would be the end of that, in the first instance. The repairs, and all that sort of thing, would be considered. There would not be any doubt about it. Nobody would hesitate about it. No man could stand up here a moment and hesitate about it. It would not be a question of five minutes; and that is all the question that you have to determine. The people of East Boston come here and say to you, "We are paying," we will say, "$150,000 a year. We pay it day by day, year by year. We have been growing since 1840, until we have got now to be a Ward of thirty thousand people, belonging to you, shut out by the fact that we can not have free passage across there except by boat; shut out by the fact of the highway upon one side of us, which will prevent the United States from giving us the privilege of building a bridge; shut out by the fact, as we understand it, — as we hope it is not, but are afraid it is, — shut out by the fact that we cannot have a fit tunnel.

We come to you, gentlemen, and ask you to give us a free passage across there, of the best character you can." "What is it?" "Why, it is simply a ferry; that which we have now, that which we have always had, in some form or other; a ferry free, controlled, guarded, regulated by the city." "What does it cost?" "Does it cost more than a bridge, or less than a bridge?" "Sit down and figure it." The only man that has come here, that I remember (unless it was one evening when I was away), that has given us anything like the expense of managing and carrying on the ferry, aside from the extraordinary expense that sometimes happen, was Mr. Kelly. We have from him the expense and its character. We have the outlays that are demanded; we have the natural outlays that are demanded for the future. Go over the whole of it. He says: "I have sat down and figured upon this matter, and I have determined that these ferries can be run for $175,000 a year, as well as they are now; and I am perfectly willing to be one of five who will enter into

a contract to do it for that sum for five years." I do not know anything about the matter; I only know that it seems to be granted by everybody that Mr. Kelly is in such a position that he can give the figures, and that his judgment, if he fairly exercises it, will be a correct and fair one; and he gives that as the figure at which he will be willing to enter into a contract, with four other men.

I suppose, therefore, it is about fair. I am perfectly willing to take it at $25,000 above that sum, if you please, and call it $200,000. I would be perfectly willing to go higher than that if the requirements called for more than that; but I suppose that to be a perfectly fair estimate, made by a perfectly fair man; a man who is one of those who now does it for the city; a man who understands all about the business of repairing. But I suppose that $25,000 a year more than that might be required, because of the things that he himself suggested, such as the possibility of running down a ship. You are asked, then, to make a free ferry, at an expense of about $200,000 a year, across that part of the bay; to make a free ferry from East Boston to Boston, and from Boston to East Boston.

That is what you are asked to do, and you are asked to do nothing else but that. I know I heard the testimony of Mr. Matthews, who said something about his owning the Winnisimmet ferry, I think it was, and he told some large stories about the expense of ferries; he didn't want to hear this or that about the expense of ferries, and intimated large things in regard to them. He said his ferry never had paid a dollar. He never has meant it should, I suppose. I suppose it was bought originally merely as a matter of real estate, and the ferry, if it keeps him whole, is perfectly safe for him. I understand that the nine dollars a share which he talks about is actually represented by a mortgage to him of the property which belongs to the ferry; that the ferry was bought originally simply to aid in the sale of real estate, and that when it was bought he took a mortgage of the property, and has held it ever since.

I have not heard any figures in relation to this matter, except from Mr. Kelly. I have heard only intimations thrown out by men who, for some reason or other, — perhaps solely because they happen to be rich men, — oppose this measure; that it is an unfair thing, a monstrous thing to be done, because it may possibly increase the value of property in East Boston, and although it will increase some of theirs, it may, at the same time, diminish some on this side. Well, we have here no figures. There have been none given except what Mr. Kelly gave; nothing but general statements. But we have estimates from the directors and the parties who have charge of the ferries now, and I suppose them to have been correctly stated — absolutely correct. I suppose that when we have Mr. Kelly's figures, based upon actual experience for the year, we have something also that is nearly absolutely correct.

Now, gentlemen, this Ward of Boston has been growing up until it has got to be a place with a population of thirty thousand; nearly half, for some purpose or other, come to the city of Boston daily; and they are put to that expense. Beyond all question, the ferry alone, aside from the question of expense, is a check to the stranger. I do not know but it is a check to the man who lives there. But it undoubtedly is something of a check of itself, and the more unacquainted a man is with it, the more it is a check. I am willing to concede that; but when you add an expense, if it is but two cents, or if it is four cents, if it is fifteen cents for a load of goods, or if it is five cents for a load of goods, it makes but little difference what it is, the expense is a tremendous expense to the man who pays it; and everybody understands that the moment you lift that expense from the man, and take it from his shoulders, the moment that expense is gone, he feels a free man; his ground is worth more; everything there is about him rises in value, because of the taking off of that expense.

That we all understand. You add, by annexation, Dorches-

ter to the city of Boston, a thing which does not affect Dorchester at all. Let it be done, when Dorchester does not get water, or anything else, and the moment it is done, that moment Dorchester begins to rise in value. Nobody can tell why in the world it does so; but it does so; while, at the same time, its taxes absolutely increase. And so it will be in regard to East Boston.

Now, is $200,000 a year too much for it? Is it anything more, after all, than a *bagatelle*, when you are talking about it? Has not Boston got money enough? If it will increase the taxation of Boston to ten millions, is it very much for the wealth of Boston you only add $200,000 a year. Is it very much? Are you certain that you add a dollar? Can anybody say that a dollar is added? Can they prove that a dollar is added? Is it not, after all, a payment by the citizens of Boston that you are making, only you are paying it in one mode, when it is now being paid in another. I do not know that it will add a dollar; I can not prove that it will; nobody can prove it; and yet my learned friend on the other side will stand here, I suppose, for his hour, and will prove to you, very satisfactorily to his own mind, that you are taking a step that is perfectly monstrous, simply because this is a ferry, and nothing else. And yet it might so happen that this ferry question would have been determined all over the State of Massachusetts before to-day, because it might have been so that there were other means of water communication in the State in substantially the same position with this water that we are talking about.

I desire, gentlemen, to refer a little to the case that I have been speaking of, of the building of bridges in the place of ferries, in the towns in this Commonwealth. Suppose that a town has communication across Merrimack river, by a ferry, — no bridge; and there is on the other side of the Merrimack river a town containing only 5,000 inhabitants, in the State of Massachusetts; that the next town above it, in New Hampshire,

contains 3,000, and so you go on finding towns with populations of from 2,000 to 3,000, for fifteen or twenty miles, before you come to any thing that is worth talking of in the State of New Hampshire. Lowell is just upon the other side of the river; there is no bridge, there is a ferry. It will cost $60,000 to build a bridge across that river. Lowell has a certain amount of taxable property, but its taxation is enough to pay sixteen cents on the dollar of the valuatien of this property. The people in the town of Dracut, on the opposite side of the river, say, "Let us have our travel across the Merrimack river free." "Well, how much are you paying?" We pay two cents (let us suppose) to go and return." "Well, what do you come to Lowell for?" "We carry our eggs, we carry our produce, we carry our meats, we carry all the things that we grow upon our farms for you to reduce."

"Well, we pay you for that, don't we?" "Yes, perhaps you do, perhaps you don't. On this side, there is the town of Chelmsford, which don't cross the river; perhaps they can sell you for less, and then we have to lose it." "Well, we can get along well enough. What, do you want us to lift the burden from your shoulders, and take half or two-thirds of it, as the case may be?" "It is only fair; you have got all our people there. Our people go to Lowell to work; we grow up our young people, and it is only fair that you should do it. We are willing to do our part of it, and now you do yours." How long would money stand making objection, when that desire was expressed? And yet it will make it. It will do it year in and year out, and money alone will do it always, if you will let it; and just as long as you will let it, you will be just so mean as money asks you to be, when it is mere money; money that simply comes and makes objection, because it is money, because it is fearful. That is not the method with which this kind of thing has been done in the Commonwealth of Massachusetts. Step by step, the old plan has been carried out; step

by step, and just as fast, almost, — not so fast, but just as fast, *almost*, — as the country grew, just so fast has the old plan of the fathers, that the towns should bear the expense of free travel within their borders, been carried out, and the objection of money, always fearful, has been overcome.

Now, it is said, and said here, as I understand it, as an objection, that the majority of the people who live on the other side of the water are poor people; and that the poor people are asking the rich people upon this side of the water to do this thing. I do not know that it is entirely true. I suppose it to be true to a certain extent; but if it is true, that this is asked in behalf of poor people, if it is true that there are thirty thousand people over there who live in cheap houses, and that he is a rich man who lives in a house that cost him $5,000, then it is a question for this committee to determine, whether, upon the whole, they will think it best to hold back from thirty thousand poor people, who ask simply that which is the common thing asked all over the Commonwealth, and to which they are simply made an exception, because the mode of transferrence from there to here, or from here to there, is more expensive than from Cambridge, or Cambridgeport, or Charlestown, — for that is the only difference between the two propositions. If you want people to come in from the country, oh, you will pay it. Let them come in! If you want people who are in East Boston to come over here and work for you, "Oh, well, two or three cents more taken out of their pockets, — if it is taken out of their pockets, — is not of any particular consequence, they get their rents a little cheaper; it is just as well for them to live there, and we will keep them there; it is of no consequence."

But it is not solely the poor people. It so happens that there are some nineteen hundred acres of unoccupied land upon the other side of the water. "They belong," says my friend on the other side, "to a large company. They will grow; they will come into the market at a bigger price. This is an effort simply

to command a bigger price; it is merely a land speculation you are asking us to go into. The most of this land is owned by men who have either recently bought it, or else they have been proprietors in a corporate form for some years; it is to benefit them."

When it so happens, gentlemen, that there is a landed property in a place that asks a thing which is simply fair, to be done, and there are also thirty thousand people whom you call poor people in the same place asking for the same thing, the thing will be done at some day, if it is not done to-day. There never yet has been a failure of the right thing being done, — whether it was right because it was for the benefit of the property of one man, or whether it was right because it was for the benefit of the poor. There never was a thing of that kind that failed to be done, where the two interests combined, as they do in this case. Now, it may be, very possibly, that this thing will not be carried out this year; very possibly it may be postponed; but it is not within the possibilities that a thing of this character shall not be finally carried out, where you have these two elements combined and asking for it, as they do in this case.

Where you have money that desires it, because it will increase the money, and you have a people who desire it, because it will not only increase their money, but it will take off what they consider a serious annoyance, and the two things are working together for the one end, that end always comes. If it does not come now, it comes next year. It comes not only when you have people vote for it because they are elected by a combined ticket, but it comes because people finally say that you have got to give them what they want. You may deal with this matter to-day just as well as next year; it costs no more; it will be no more fair next year than it is to-day; it will cost just as much, or a little more, next year, if you should put it off. To-day is the day when it is asked. This application for delay was only that

there might be time to prevent its being passed now by creating a public excitement. That time has been given, and money, I suppose, has been spent to prevent that taking place which, after all, is simply the making of a highway, and nothing else. If it has been spent so well, or so foolishly, as to postpone this for to-day, it is only for a day, for it will certainly come.

CLOSING ARGUMENT OF GEO. PUTNAM, JR.,

FOR THE REMONSTRANTS.

Mr. Chairman and Gentlemen: When I opened this case, I ventured to say that I thought hardly any one, on behalf of East Boston, would undertake to argue that the East Boston people were entitled to have this free ferry as a matter of right, regardless of cost; as a thing which the city of Boston was bound to give them, at any and all expense; and I stated that I supposed the main question here would be whether, under all the circumstances, considering the fair claims of East Boston, and considering the expense now and in the future to which they proposed to put the city by this claim, it would be wise and proper for you, as guardians of the public interest and of the public treasury, to pass this measure now.

I confess I was a little surprised to find that the issue which I put was not taken by the other side; but that instead of meeting us upon that question, which I thought and still think is the main question here, they occupied your time for four evenings, with declamations about the natural right of everybody within the city to free access to all parts of the city; with allusions made to circles drawn upon the City map, round the magic centre where you now sit, and arguments that it was the duty of the city of Boston to see that the whole circumference of every one of these circles passed through property of equal value. As if the Post-office, on the one hand, and the Howard Athenæum, on the other; Sears Building on the one hand, and the old Province House, on the other; the Public Library on the one hand, and the Black Sea on the other, were not equally distant from this important point; and as if it was your duty t

equalize the conditions of the inhabitants and the owners of the estates in all these various places. I was surprised to find the argument presented, that this city was a great charitable corporation of some sort, whose business it was to use the public treasure to equalize the values of real estate in the different parts of the city.

That was the argument which was presented here for almost an hour by the learned counsel in opening the case; which was presented here hour by hour by so-called witnesses who argued their special views in that direction upon the stand. I was surprised to find that that ground was taken here all through the opening, and all through the evidence, instead of the plain and square issue which I presented in the opening, and which I followed up with evidence; and now I presume you are surprised, though I confess that I am not much, to find that the learned counsel who comes here and closes this case to-night, rejects entirely the evidence which his associates and clients have been for four evenings putting before you, and argues the matter, without any evidence, on precisely the issues which I laid down to start with. I am glad to see, and I hope the Council will remember, that the eminent lawyer who leads on the other side has utterly rejected the whole of his own case, and has argued it upon my issues and my evidence.

But still, so much has been said here in the course of the last three or four weeks, on the general question of the natural rights of the citizens of Boston to free communication, — I cannot word it exactly, it has been put in such a variety of forms here, — but the meaning was, that the city was bound to give free communication over highways to everybody within the city limits, and that wherever there was not a highway, they were bound to furnish free lines of steamers. That was the general line of argument; and so much, I say, was said about it, that I think it will be useful for us, in order to meet that line of argument, and consider it fairly, to look back a little to ele-

mentary propositions, and see what the precise duties and corresponding rights of the citizens of Boston and of this municipal government are in respect particularly to highways. The argument is, that a ferry is a highway; that highways are free, and therefore a ferry ought to be free; somewhat as if they were to say that the arm of the sea between here and East Boston is a highway, the highways of the city are paved, and that ought to be paved.

Now, gentlemen, let me remind you of the precise limit of your duty and of your power in respect of highways. Your duties are imposed and limited by the statutes of the Commonwealth. It is neither your duty nor your right, as a branch of the government of this State, to go beyond the limits prescribed to you by the statutes of the Commonwealth; and your duty in respect of highways is simply this, to build, maintain and repair the highways of the Commonwealth, within your limits, which have been laid out by the commissioners of highways, or Board of Aldermen as county commissioners in former times, and been deemed by them to be necessary for the public convenience and necessity. The right of the citizens of Boston to access of any kind, free or not free, by highway, is simply the right which every citizen of the Commonwealth has to call upon the commissioners of highways to determine and pass upon the question, whether the particular highway which he calls for is required by the public convenience and necessity; for every citizen of the Commonwealth has a right in your Boston highways as much as any citizen of Boston. That is the extent of your duties in relation to highways, and to the rights of your citizens in relation to highways, or to having free communication.

One word more. There is no question as to what is meant by highways under this law and in this definition of your rights Highways are streets and roads on land. Bridges, it is true, of late years, have come to be parts of highways; and ferries are, as my learned friend has said, regulated by statute; the laying

of them out is provided by statute; but no such thing as a free ferry is spoken of in the statutes. The ferries which the towns by the old law are called upon to repair and support in certain cases, and the county commissioners to lay out, are of necessity toll ferries. Nobody has any right under the general statute to establish a free ferry. The county commissioners could not, under the statute to which my learned friend has referred, establish a free ferry; and if any town, under that statute, should vote to establish a free ferry, it could be enjoined; a free ferry could not be established by law.

The ferries referred to in that statute are ferries as they were understood to be in the early days of the Commonwealth. It is perfectly true, as my learned friend said, that ferries preceded bridges. Some of you may have seen them; I cannot say that I have ever seen one in Massachusetts, but I have seen the same sort of thing elsewhere, I suppose; a sort of flat boat, pulled across the river by a rope, is the kind of ferry alluded to in our statute; and now the thing which, calling it a ferry, or likening it to the old statutory ferry, it is desired that the city of Boston shall run as a free ferry is — what? A scow, pulled across the river by a rope? No; a line of five or six steamers, costing $50,000 apiece, lasting from ten to fifteen years, with constantly increasing repairs; expensive, as everybody admits; ruinously expensive, as everybody finds who undertakes to run them without sufficient capital. A thing like in name only to the ferry referred to in the statute, and like in name only by metaphor to the highway laid out upon the land.

What analogy is there between your highways laid out upon the land, which cost, in the city of Boston, an average of $5,000 a year, and this line of steamboats across the water, which costs more than fifty times as much?

The reason why the expense of laying out highways and taking care of highways is thrown upon towns and cities is not that there is any natural right on the part of the citizens of a

town or of the Commonwealth to have free highways, not because there is any natural right, or any special reason for it in right; it is purely a matter of convenience; and it arises in this way. The highways of the Commonwealth, as a general rule, are about of the same quality, in towns of the same population and wealth, and the cost and expense of highways varies about in proportion to the population and wealth of the towns. We therefore, instead of charging the expense of the highways upon the people who use them, as is done in parts of the world where the system is different from ours, and where they furnish a good road and make the parties who use it pay toll; instead of adopting that system, we have adopted a system of letting each town pay for the highways within its limits, out of the general fund; and this is found practically to operate about fairly upon the individual inhabitants of the Commonwealth.

Each man pays in the shape of taxes, about his fair share; and each city and town, in paying for the highways within its own limits, pays about its fair share of the expense of the highways throughout the Commonwealth. But they are the Commonwealth's highways and not the city's highways; and this means of providing for the expense out of the treasuries of the cities and towns is a mere matter of convenience, founded upon the fact, that the expense of the different highways is about in proportion to the wealth and the population of the towns and cities where they are. But when you come to something which is totally different and vastly more expensive than the common run of highways, when you come to take something which is not a highway only, but transportation of a most expensive kind; when you have half a mile of highway, if you call it a highway metaphorically, which costs annually more than fifty miles of highway in the rest of the city, it would be contrary to the reason of the law assessing the expenses of highways upon towns, to make a town or a city bear the expense of such a highway as that.

For that reason, the legislature has not imposed upon the

town or upon the city the expense of carrying on such a piece of highway as that. It permits the city, and requires the city, unless you shall see fit here to remit the tolls, to carry on that line of steamers just as any other corporation carries on a line of steamers, making those who use it pay a fair toll, a fair proportion of the expense of carrying it on. East Boston already has its fair share of highways. The money of the city expended upon highways is laid out in East Boston in far greater proportion to the contributions of the place than in any other part of the city. Four times as much money is spent upon their local highways as they contribute to the highway fund of the city at large. They receive eight per cent of the money expended on streets, and furnish two per cent of the tax. And now, upon any estimate of the cost of running this ferry free, it is proposed to increase the proportion of highway money laid ou. upon that section of the city to something over thirty per cent of all the highway expenses of the city, — they furnishing but two per cent!

Now, gentlemen, is it not plain enough, that the justice and fairness which lie at the bottom of the law of the Commonwealth, imposing the expense of highways upon towns, fail utterly here? and its justice and fairness are the reason of it, and not any abstract notion of the natural right to free communication belonging to the inhabitants of the State. There is no such natural right, and no such right has ever been recognized by the authorities of the Commonwealth. It is a mere matter of convenience, founded upon fairness and justice, and not upon any abstract right. It is a mere juggle with names, gentlemen; it is a mere play upon words to call this thing a highway, and then assume that because it has the name of a highway, because you can call it, metaphorically, a highway, therefore it should be made free. It is a line of steamers. Calling it a highway does not make it one; but these gentlemen seem to feel that when you cannot change the thing, it is a very good plan to give it

another name, and then proceed to treat it as if it were the real thing. It is the philosophy of the rather profane, but witty and shrewd poet: —

> "For if we cannot alter things,
> By God, we'll change their names, sir;"

And so they give it another name, and ask you to treat it as if it were a highway, or the old-fashioned ferry, instead of an expensive line of steamers.

Now I propose, gentlemen, notwithstanding that my learned friend fails to see any evidence on the subject, to show you that there is some evidence here from which you can form some kind of estimate of what the probable expense of running this ferry free will be. Mr. Matthews, who understands pretty well about ferries, but who did not go into figures in minute detail, told you he thought it would run up to $300,000 or $400,000 a year in two or three years; and before ten years were out, it would be rising half a million. That was opinion; but it was opinion based upon knowledge of the business, though not upon exact figures. But there are some figures here from which you can form some judgment. We have shown you, in the course of the evidence, the expense of running this ferry for the past ten years as a toll ferry, and you saw that this expense had about trebled in ten years. It appears, also, that two of the ferry-boats that were sold by the corporation to the city — the "Jefferson" and the "Adams" — cost, the "Jefferson" $56,783, and the "Adams" $51,000, in 1867. These facts appear in an investigation by Mr. Turner into the accounts of the ferry company before the property was bought. These boats, then, having been put into that company at $56,000 and $51,000, or more than the cost of new boats now, it is fair to presume that they were then in first-rate order; and yet you find that in little more than a year after, when the city took possession of all the boats and the property, Mr. Kelly says the whole thing was in a terrible condition; and he

says, moreover, that from the inadequacy of the appropriations, they are still out of repair. Then the ferry directors, in their report, rendered to the city government only yesterday, and just published, say that the boats are all old boats, and will consequently need constant repairs. These two boats, the "Jefferson" and the "Adams," must have run down in less than two years from a condition in which they were worth $56,000 and $51,000, to a condition in which Mr. Kelly speaks of them as thoroughly out of repair, and requiring all sorts of alterations, improvements, and expenses, — expenses which the city has not yet furnished money enough to meet.

So the "Grant" and "Lincoln" were nearly new, and were put in thorough order in 1865, by the old company; but they, it seems, were all out of repair when they came into the hands of the city, and more expense must be laid out upon them. And yet, gentlemen, the old company, in the years 1867–'8'–9, when these boats were so running down and the property was getting into the condition which Mr. Kelly describes, spent $150,000 a year for running expenses; and I find, in a very interesting little pamphlet, of which there are some copies about the City Hall, the remarks of Alderman Talbot upon the management of the East Boston ferries, made a year or two ago, — a fact which I had not noticed before, but which I presume is very familiar, that in the year 1868, besides the $150,000 which the ferry company expended in running these boats, the city spent $52,000 in repairs upon the People's ferry landing; and yet, according to Mr. Gibson and Mr. Kelly, the landings and slips, as well as the boats, were in utterly bad repair; and Mr. Kelly describes them as in a condition like that of a farm with its fences and its buildings all down. That was less than two years after, and the boats seem to have been at least as valuable as new boats, to have cost as much, and while they were spending $150,000 a year, besides the $52,000 that the city expended on them.

Now, it appears that in the thirteen months which have elapsed since the city took possession, there has been expended directly upon the ferries, $228,691.58; the interest on the ferry scrip for the same time is $17,875; making $246,566 which the city has spent upon the ferries for the last year, allowing no interest on the ferry property which has been paid for already by the city, but only on the part which is represented by the ferry scrip; and yet there still remains, according to Mr. Kelly and Mr. Gibson, a considerable amount of repairs to be made in order to put the thing in proper running order and keep it in proper running order.

You see from the figures which I have given you here, that when they talked about moderate expenses for repairs, they could not have carefully examined the figures; because, with all the expenses put upon the ferry in the last two or three years, they have not succeeded in keeping these boats in order. They have kept running behind all the time. The expense of keeping them in repair and keeping them in running order is greater than these gentlemen would have you believe.

The figures here show it plainly enough; but they would probably get over it by saying that these are extraordinary repairs. The line between ordinary repairs and extraordinary repairs of a steamer is a very difficult one to draw; and when Mr. Kelly comes here and proposes to be one of five men to run this line of boats for five years for $175,000, — and that seems to be relied upon as a very strong point in the argument, — I consider that that is a very safe offer for him to make, for several reasons. In the first place, he takes care to protect himself against extraordinary repairs, and that is a line that may be drawn almost anywhere.

Mr. SWEETSER. He specified them.

Mr. PUTNAM. He did not specify what repairs would be extraordinary.

Mr. SWEETSER. Yes, he did.

Mr. PUTNAM. He gave some instances, but he did not specify distinctly all that would come under the head of extraordinary repairs.

But there is another ground on which it would be very safe indeed for Mr. Kelly to offer to be one of five men to run the ferries free. I think he would be perfectly safe, but not much safer than he is now; because, until the other four come along, there is no danger of his being caught. I don't think they are much more likely to come than if he had offered to run the ferries for nothing. At all events, we all know that such a proposition as that, made verbally from the witness stand, out of the fulness of the man's heart, does not mean anything serious. Everybody knows that the city would not accept such a proposition; everybody knows that if anybody undertook to run the ferries a year or two, and was unlucky, the city would help him out. Everybody knows that if it was not profitable to run them at the contract price, they would come into the hands of the city at the end of the five years, in a condition very much worse than Mr. Kelly described as having been the condition when the city took hold of them. It was, therefore, a very safe offer; I hope you will not put any great reliance upon it until you see the bond signed by the five men filed in the Auditor's office, with conditions stringently drawn. If it had been an offer to run it for $300,000 a year, there would have been some danger of the other men coming along; as it is, there is no danger.

Now there is a very noticeable thing about this matter of the expense of running these ferries, and of the resources for finding out that expense. There is Mr. Brigham, the superintendent of the ferries; he knows all about them; he knows all the facts and conditions of their working; he knows all the details of their management and repairs, and expenses of all kinds. He is an East Boston man; he has been here several evenings, and he undoubtedly sympathizes with the movement in favor of free ferries; and if these gentlemen had wanted to show what

it really did cost, they could have got the information from him very easily. He is in their interest, his sympathies are with them; they would have got only the truth from him, and they must have known what he would say.

Yet they have not put him on the stand, but have contented themselves, for evidence of the cost of running these ferries, with the testimony of Mr. Gibson and Mr. Kelly, whose sole experience in ferries has been, presiding as directors over the running of the ferries during the last year, and acting as directors, many years ago (Mr. Gibson, I think, only for a short time) in the old ferry companies. But they are men who have had no recent experience in running these ferries, except what they have had sitting as directors; men whose business it has not been to supervise the details of the expenses, but simply to look at the matter as directors; men who have had other business of their own to attend to. They contented themselves with putting in such guess-work testimony as that of Mr. Gibson and Mr. Kelly, when they had Mr. Brigham here in the room, whom they might have called, and got the exact figures and reliable estimates; but they did not do it, perhaps because they did not dare to, perhaps for some other reason.

There are some other curious omissions of testimony here. While they occupied you by the hour together in listening to the vague notions of gentlemen, — well-meaning gentlemen, but who have taken no particular pains to inform themselves on this subject, and who poured forth their crude notions before you here by the half-hour together, — men who are as much in need of enlightenment on this subject, in respect to the facts, as we were when we began this hearing, and who were in no position to enlighten you, but merely to give general views, of no particular weight; while all that was going on, the men who immediately preceded the city in the management of these ferries, and who apparently engineer this movement here, who sit by the side of counsel, and seem to have this matter on their minds the

whole time when you meet them in the streets, the men who are naturally the movers here, and who understand more about these ferries than anybody, except Mr. Brigham; these men, for some reason or other, have not thought fit to enlighten you with their knowledge. Mr. Bowker and Mr. Nickerson, the directors of the old ferry, who sold out to the city, have been sitting here every evening, taking great interest in these proceedings, evidently the mainstay of counsel, instructing them, and whispering them, and, I hope, paying them; but they did not show themselves on the witness stand. Yet, they ought to know something about it; they ought to know what that ferry cost in the last year or two. They ought to have, and I have no doubt my friend Mr. Bowker has, some general views which he would have been very glad to disseminate here for the general good, if his counsel had thought wise to let him; but for some reason or other, these gentlemen have not been put upon the stand. Nor has Mr. Brigham. The very able and learned and careful gentlemen who prepared this case, have not omitted any testimony that they thought would do them any good. Well, I don't know why Mr. Bowker was not put on the stand, or why Mr. Nickerson was not put on the stand; I think I do know why Mr. Brigham was not. I don't know that it is a matter of much consequence; possibly a careful perusal of Mr. Auditor Turner's figures and Alderman Talbot's speech, and other documents that are floating about, might throw some light upon the question as regards Messrs. Bowker and Nickerson. I suppose anybody who knows much of the previous proceedings in relation to these ferries here at the City Hall and at the State House, may perhaps conjecture that it would be a somewhat awkward position for these gentlemen to be seen in, if they came here advocating free ferries on the stand, although they might do it on the street and in private talk without any awkward consequences. However, their reasons are for them. You have a right to guess at them; but you not only have a right,

but it is your duty, to consider this suppression of testimony, and to take it into account in passing upon this case.

Some question has been made in the course of this hearing as to the weight of taxation under which the citizens of Boston labor. I consider it an important question, in determining whether the city will undertake a great, new enterprise like this; and my suggestions on the subject seem to have been met with great vigor by the other side. I ventured to assert, from Mr. Wells' report, that the tax-payers of this city are the heaviest burdened tax-payers in the world, and I gave the figures which showed that he referred to *per capita* taxation. My brother Keith has attempted to deny, in the first place, the fact; and in the next, to avoid the inference. He says that Mr. Wells has cast up the figures of Chicago wrong, giving them only four millions instead of eight or nine; and that if he cast up the figures of Chicago right, Chicago would turn out to be more heavily taxed, *per capita*, than we. That is a mistake. Mr. Wells, instead of giving four millions to Chicago, has charged Chicago something like seven; and, according to Mr. Hills, he is only about two millions out of the way. The *per capita* tax of Chicago, according to Mr. Hills' figures, would be $30 a thousand, when that of Boston is $36.

But my brother Keith attempts to avoid the inference in another way, by showing that Boston is about four or five times as rich, *per capita*, as any other city in the United States. I rather wonder that the enormity of that result did not make him doubt a little the correctness of his figures; but it does not seem to have done so until Mr. Hills came upon the stand, and showed you that there was no city in the United States except Boston in which there is any sort of valuation of real estate, or personal property either, worthy of the slightest attention, or which affords any sort of a basis for an estimate of the *per capita* wealth. Nobody, I suppose, believes that Boston is richer, *per capita*, than New York, or even Philadelphia; and it is very doubt-

ful if it is much richer, *per capita*, than Chicago. At all events, the statistical question stands well enough, and as to the fact that the city of Boston is very heavily burdened with taxation, I don't think that anybody will venture to dispute it.

The present city government was elected in consequence of a movement against municipal extravagance, and in consequence of the pressure of the burden of taxation; and there can be no greater mistake than to suppose or to argue, as my learned friend has done, that it is only the rich who oppose excessive taxation; that it is only capitalists who feel the burden of heavy taxes. I don't know where that gentleman gets his notions of political economy; but certainly there must be many gentlemen in this room who know by experience and by facts within their own knowledge, that it is not the rich who suffer from heavy taxation; that it falls with the greatest force upon the incomes of the poor, upon persons of moderate means, and upon business. It kills the profits of business; it drives capital into localities where taxation is less burdensome; it causes our merchants to send their capital to New York, to do business there, and to own their ships in London and Liverpool, where they are not taxed. That is where taxation is felt, — by the public at large, by the business community, and by the poorer and moderately well-off classes.

Does anybody suppose that the large real estate owners who pay the bulk of our taxes here, really pay the bulk out of their own pockets? Does not everybody know that these heavy taxes go into the rents all over the city; that every man, every poor man in the city of Boston is paying more rent, to-day, for the tenement he lives in, in consequence of the taxes, which are mostly paid out of real estate, and which, of course, are charged into the rents? Everybody knows that taxes enter just as much as bricks and mortar into the expenses of buildings; that rents are made up to give a profit upon the whole cost of houses or buildings; and, therefore, every man who is rich

enough to hire a place to sleep in, is paying his share of this great burden of taxation, though he may be paying it without knowing it. Perhaps he thinks that Mr. Way, Mr. Matthews, or Mr. Bowker, pay the tax; but it is shifted from their shoulders on to the shoulders of the tenant, — the consumer, — like all taxes that are regular and steady in their operation. And so it is with the tax on personal property. There is not a mechanic who has occasion to build a house, who does not have to pay a higher rate of interest for the money he wants to raise on mortgage to finish his house, in consequence of the tax upon mortgages. Does anybody suppose that, when taxes first began to grow higher, and the old mortgages ran out, anybody lent money on mortgage without counting the tax into the interest? Does anybody suppose that the rate of interest on money borrowed on mortgage to-day is not just so much higher as the tax that the mortgagee has to pay on that money?

It is not the rich who pay the taxes; the people know that perfectly well; and it is not only the rich men of Boston whose interest opposes this thing; it is every man of moderate means, every man who wants the whole of his income or his earnings to live upon; every man who needs the whole of the profit on his business, and whose taxes, eating into his profits, are a serious burden. It is this great mass that suffer from heavy taxation, and not a few capitalists who live upon the income of their money. These men can, after a very short time, shift the burden of taxation upon the persons who use their property. If the people of Boston, the poorer classes, had time and thought to give attention to this matter, then municipal extravagance, instead of being one of the most popular, would be one of the least pardonable of political sins.

One suggestion more as to the probable results of this measure. My learned friend and I agree, that if this is a highway that is to be treated like all other highways, it is a matter of the Commonwealth, and not merely of the city of Boston. At

the State House, they know no difference between the citizens of East Boston and the citizens of Chelsea, — or Nahant, or Hingham, for that matter. Every citizen of the commonwealth has as good a right to free Communication with the city of Boston as any citizen of Boston. Now, let the great leading city of the Commonwealth begin by establishing a policy that where the nearest communication is by water, a free line of steamers shall be given; let the city of Boston establish the policy of free ferries, as it is desired that you shall establish it here, and how long do you think it will be before the Commonwealth will lay out a free ferry to Chelsea, and make you pay two-thirds of the cost, as they did the other day in regard to Chelsea bridge? Not many years, I fancy; (and it would not be at all surprising if Nahant and Hull came next, with a free line of steamers, mainly at the expense of the city of Boston;) for the Commonwealth will treat Chelsea just as well as East Boston. A highway is a highway; and if a line of steamers is a highway, then Chelsea is just as much entitled to a line of steamers as East Boston; it is only a question how the expense shall be divided; and you know how the expense is always divided where the avenue is between Boston and one of the surrounding towns. By far the greater part of the expense is thrown upon Boston.

Now, gentlemen, the question whether you shall create a free ferry or a free highway by steamships is certainly a question of expense. I agree with my learned friend there. It is a question of expense; but it is a question of such an enormous expense, and such a constantly increasing expense, of an expense the end of which you can never see, and the amount of which you cannot fix; and of which all you can tell for certain is, that it must grow and must keep on increasing indefinitely for ever; — so much more than a mere question of the expense of building a bridge or building a tunnel, for a few hundred thousand dollars, or a million, or two millions; such a very different thing from the

question how much a thing costs that can be paid for, and there an end; a thing which would be an inauguration of such an entirely new policy; that it should be looked into with great care, ands hould be thoroughly examined in order to see where you are coming to, before you undertake it. The magnitude of the cost is an excellent reason for letting the whole thing wait; and I believe it will always be an excellent reason for letting it continue to wait.

My learned friend, here, seems to think that a popular body like this can never resist a popular movement, backed up by money. Thirty thousand people, he says, want the thing or think they want it, and there is a large landed interest which is ready to back them up with money, and you cannot resist long; you are sure to yield to popular clamor, backed up by money. That is his view of the character of the Boston City Council. If you don't do it, your successors will, and therefore it is of no use to hesitate; you might as well open the treasury doors at once, and be thankful that they do not grab more.

Mr. SWEETSER. Do you mean to say that I said anything like that?

Mr. PUTNAM. I mean to say, I understand that to be a fair inference from your argument. I did not mean to misquote you, and I am not quoting your words.

It was no disrespect to you, gentlemen, but it showed great lack of confidence in your successors. My learned friend evidently has not any great faith in popular government. He thinks that even if you should have the virtue to resist this popular clamor, backed up by money, it would not be many years before you would have a set of successors who would not be able to show so much firmness. Well, gentlemen, I have more faith, and I hope you have more faith, in the continuance of public virtue than that; and I hope, therefore, you will vote upon this matter in a way to show that you can resist a popular clamor backed up by real estate; and that you don't think it is nec-

essary, in order to prevent your successors from doing an unwise thing, to do it yourselves.

My learned friend, although he puts it in a very different way, and, in my judgment in a far more plausible and statesmanlike way, does yet seem to claim, — I suppose he felt bound in courtesy to his colleagues and witnesses to do it, — that there is a sort of natural right which every citizen of Boston has to free communication with all parts of the city, and especially with the City Hall by the nearest land or water route, regardless of cost ; for that was the sort of argument that we heard, and my learned friend has given it a little countenance in some parts of his address. If the learned gentleman were meeting that argument as a legislator in the State-house, where his position is equal to his position in the Court-house, and it is second to none in either house — if he were dealing with that kind of argument as a legislator, instead of supporting it in the performance of his duty to his clients as a lawyer, he would not treat it with the courtesy and serious consideration which I have felt bound to give it here. He would so pelt it with ridicule, so overwhelm it with indignant scorn, that it would be banished from this discussion, and nobody who heard him would dare to utter it or deign to answer it again. But such power is not mine, and therefore, although I think that it is an argument hardly fit to be offered to reasonable men, or answered by men who have any respect for their reasoning powers, I have felt obliged to deal with it seriously, carefully, earnestly; candidly I am sure, and successfully I hope.

The CHAIRMAN. The arguments of counsel having been concluded, I declare this hearing closed.

On motion of Mr. Stone, the Committee adjourned.

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City Document.—No. 27.

CITY OF BOSTON.

AN ORDER

IN RELATION TO

DORCHESTER HACK FARES.

1870.

In Board of Aldermen, April 17, 1871.

Read once, and ordered to be printed.

Attest:

S. F. McCLEARY, *City Clerk.*

CITY OF BOSTON.

IN BOARD OF ALDERMEN, April 17, 1871.

Ordered, That on and after the first day of May, A. D. 1871, and until otherwise ordered, the prices or rates of fare to be taken by, or paid to, the owner, driver, or other person having charge of any hackney carriage (except omnibuses) for the conveyance of passengers or baggage, within the limits described, shall be as follows: —

For one adult passenger from one place to another within the limits of Ward Sixteen (Dorchester), the fare shall be *one dollar;* and for each additional adult passenger the fare shall be *fifty cents; provided*, however, that between the hours of eleven of the clock, P. M., and five of the clock, A. M., the fare shall be *one dollar and fifty cents* for one passenger, *seventy-five cents* each for two passengers, and for each additional passenger more than two, *fifty cents.*

For one adult passenger from any point in Ward Sixteen north of Centre street, to any point in the city proper south of Summer street and Beacon street, the fare shall be *three dollars;* for two passengers, *one dollar and fifty cents each;* for three passengers, *one dollar each;* for four passengers, *seventy-five cents each.*

For one adult passenger from any point in Ward Sixteen north of Centre street to any point in the city proper north of Summer street and Beacon street, the fare shall be *four dollars;* for two passengers, *two dollars each;* for three passengers, *one dollar and thirty-three cents each;* for four passengers, *one dollar each.*

For one adult passenger from any point in Ward Sixteen, south of Centre street, to any point in the city proper south of Summer street and Beacon street, the fare shall be *five dollars;* for two passengers, *two dollars and fifty cents* each; for three passengers, *one dollar and sixty-six cents* each; for four passengers, *one dollar and twenty-five cents* each.

For one adult passenger from any point in Ward Sixteen, south of Centre street, to any point in the city proper north of Summer street and Beacon street, the fare shall be *six dollars;* for two passengers, *three dollars* each; for three passengers, *two dollars* each; for four passengers, *one dollar and fifty cents* each.

For children under four years of age, with an adult, no charge shall be made. For children between four and twelve years of age, when accompanied by an adult, the fare shall be half the rates for adults.

No charge shall be made for one or two trunks; but for each additional trunk more than two, *fifty cents* may be charged.

No owner, driver, or other person, having charge of a hackney carriage, shall demand or receive any more than the price or rate of fare herein established, under a penalty of not less than ten nor more than fifty dollars for each offence; and he shall forfeit his license. And for refusing to carry any passenger from any railroad station or steamboat landing, to any point within the city named in this order, the owner, driver, or other person having charge of such hackney carriage, shall be subject to a like penalty.

This section shall be kept posted in some conspicuous place in every licensed vehicle used for the conveyance of passengers, under a penalty of five dollars for each and every day this regulation is not observed.

ANNUAL REPORT

OF THE

SCHOOL COMMITTEE

OF THE

CITY OF BOSTON.

1870.

BOSTON:
ALFRED MUDGE & SON, CITY PRINTERS, 34 SCHOOL STREET
1871

CITY OF BOSTON.

In School Committee, September 13, 1870.

Messrs. L. Lothrop, Ricker, Pope, Merrill of Ward 14, Bowdlear, Bent, and Fogg were appointed the Committee to prepare the Annual Report of the School Committee for the year 1870.

Attest:

BARNARD CAPEN,

Secretary.

In School Committee, February 14, 1871.

Ordered: That the Committee to prepare the Annual Report of this Board be instructed to prepare an edition of the same for general distribution among the citizens of Boston.

Attest:

BARNARD CAPEN,

Secretary.

REPORT.

It is a pleasant duty to present to this Board and the community the Annual Report of the Schools of Boston, on account of the enjoyment resulting from a genial admiration and love of our institutions of Public Instruction. There is, however, danger of passing over many things which well deserve special notice, while, on the other hand, particular points may be dwelt upon to a length which may weary, and by some perhaps may even be considered unprofitable and useless.

In what they now present, the Committee do not wish to call attention to our schools in order to compare them with each other, nor to give the impression that they are free from deficiencies, for in many respects improvement is certainly needed; but to recognize the value of the course of study and instruction which is pursued in them, and which is believed to be adapted to meet the wants of those who are privileged to enjoy it. In a report like this the minutiæ of the work cannot be given; but believing that themselves as well as the teachers have assumed a sacred function in the relation they sustain to our schools and to the community, the Committee desire to express some thoughts to show the principles upon which the education of our children should rest, and upon which in many of our schools it does rest.

EDUCATION.

The legitimate object of education is to prepare men for their duties and their destiny. It does not consist in the mere acquisition of knowledge, but in the development and training of all the faculties. It must not be regarded as merely a process of teaching. The whole being of the child is to be considered. The entire capacity, the entire nature of an immortal is to be thought of, in efforts for the culture of manly and womanly character. As one has said, "Education is the training of the entire being for what it has to do and to be in after life." In our schools, therefore, less regard should be had for immediate and ostensible results of instruction and influence than for their remote and future effect, as bearing upon the maturer development and active employment of those under our care. "Training the young for the emergencies and engagements of life, with a view to results in active, responsible duty," is what should be kept constantly in mind. In a good school the sentiment that teaching has much to effect beyond the present hour, and that excellence in teaching consists in giving such direction to the mind and heart of the pupil as shall tend to secure his best interests, is dominant; and the effort is constantly made to give the mind wealth, and at the same time the power to command its wealth, as well as the disposition to use it properly. Thus, in a good school, there is great success in gaining the control of the mind and sentiments of children

and young persons, so that they go along under a most happy excitement, with their teachers, who are thus enabled to exert a positive influence, and occupy the mind with the best furniture and the best habits, and secure, by the blessing of heaven, the most direct and positive means for the culture of the moral sentiments.

Harmony pervades such a school. The pupils respect the teachers, and the teachers are devoted to the interests of their pupils, and their relation is a mutual ministry of good. Among the teachers there is an interchange of thought and sympathy. Much conversation is had upon the best methods of teaching and of government. In kindness and with earnestness, they consult and work together. So they are prepared to understand, in each department of the school, what are the objects to be aimed at, what principles are to be illustrated, what course is to be pointed out, and what things are to be pursued and kept constantly in view as guides to future progress. The pupils are trained to habits of self-reliance and self-government. It is made a matter of every-day duty to inculcate and develop right sentiments and desires. Truth is presented, invested with its own lovely character. To be intelligent, virtuous, and true, is exhibited as the great object of life. Duty is made to appear as never a gloomy affair. This we know is done in many of our schools, and the result is, that a noble and generous sentiment governs the pupils, especially of the higher classes, and its influence is felt throughout the whole body. Much has

also been done by many teachers, that their scholars may obtain a knowledge of those things which are connected with the common duties of life, as a preparation for acting with dignity and propriety.

The Committee would express their appreciation of the value of the services of many of the teachers, especially of many of the masters of our schools. They generally seem willing to give much time and study to a careful preparation for their work. They value every means of becoming intelligent and wise, and of being useful in their appropriate sphere. And it may not be improper to add, that it should be the aim of all interested in the immediate management of our schools, to have it impressed upon the scholars, that all right improvement of the mind and heart depends, in an eminent degree, upon the object in view, when in school or out of it "they read, reflect, or observe what is going on around them," and especially that young men and young women should be taught to be *useful*, that in the future, as parents, citizens, companions, and friends, they may carry with them, wherever they may go, a good influence.

STUDIES.

In regard to the branches of study usually attended to in our schools, but little can be said in a Report like this. It is important to know what is the first thing to be done when children are put upon the study of any subject, "what are the objects to be aimed at, and to be kept constantly in view as guides

to future progress." Teachers should have a knowledge of the best methods of teaching the essential elementary branches, in order that their efforts may well repay them. The recitations should not consist of mere questions and answers, and exercises of the memory. The pupils should, however, be made sufficiently familiar with the details of the various branches of study, and at the same time with the principles involved in each. They should be required to make special preparation for expressing in their own language the thoughts of others, which gives vivacity and precision to the intellect. When old enough, they should be taught to look beyond the text-book, to obtain information from any source within their reach, "to give illustrations of principles and rules, which may be presented by their own observation and reflection, or which may be derived from any other source." Pupils thus trained will always be ready for the Superintendent and the Committee, as they expect to receive as well as to give, and their examinations will be pleasant and satisfactory.

PROGRAMME.

In this connection it is proper to recognize the value of the course of study and instruction which is pursued in those Primary and Grammar schools, in which the programme prepared by the Superintendent and adopted by the Board is the actual guide of the teachers. Experience has shown that it is adapted to meet the wants of these schools. There is no doubt of its value and efficacy. Teachers candid in their deci-

sions, after a full trial, use it with entire confidence that they shall thereby reach the best results. It is believed to be the best for all teachers and for all classes. It will be found that there is efficacy in such a system, and that it will work out satisfactory results. It will not do this as by magic. The success of any method, system, or plan must depend upon the learning, the ardor, the wakeful activity of the teacher. Nothing but the glowing enthusiasm of a well-disciplined mind can give vitality to any school exercise.

Not to mention other things, the use of this programme will tend to recast the study of geography and grammar; and the study of these branches should be recast in many of our schools. This fact is an important one, and the Committee submit to the candid decision of any teacher well qualified for his place, and who is familiar with the geographies and grammars which are the only guides of many teachers as well as scholars, whether our children should be doomed to commit to memory page after page of the names of towns, rivers, statistics, and dates, or dwarf their intellects by poring over, and dozing over, such soul-deadening technicalities as are found in many systems of grammar, and beyond which some dare not venture. The programme will help remedy all this. It has done it when properly used. It is the means of simplifying and making plain the daily interests of our schools. It makes clear and open standing ground to rest upon in their instruction.

It is, perhaps, not important to speak more fully or more in detail upon this subject of programme, and the Committee will only add, that observation and experience have given them entire confidence in the justice of what has been said in regard to it.

The following extract from the programme itself is submitted as evidence of its clearness and importance, and that all interested in the direct instruction of our schools should study and use it as a positive power for good. Notice the intention and spirit of the programme, which distinguish it in its application to instruction from the lowest class of the Primary School to the highest class of the Grammar School.

SIXTH CLASS.

Reading. — The Fourth Reader, all the pieces; special attention to fluency of utterance, distinctness of articulation, correctness of pronunciation, and the points and marks of punctuation; practice on the exercises in the introduction; the Spelling and Defining Lessons to be omitted.

Spelling. — Through the Spelling-Book, omitting the Exercises for Writing, each lesson being *read* by the class before it is given out for study; a sentence from the reading lesson written daily from dictation.

Writing. — Three Writing-Books, numbers one, two and three, with analysis of letters.

Arithmetic. — Written Arithmetic through the operations of the ground rules and reduction, with simple practical questions, involving small numbers; Mental Arithmetic carried along in connection with Written, the same topic in both kinds being taught at the same time [sections first and second].

Geography. — Reading half through the Primary text-book with conversational illustrations; rudiments of map-drawing, showing how geographical objects are represented by symbols, taking

as subjects for practice the school-room, the school-yard, the Common, the Public Garden, and the outline map of the State; the globe used to illustrate the form, magnitude and rotation of the earth, the position of the axis, poles, zones, and principal circles.

Grammar. — Oral instruction in distinguishing the noun, the adjective, and articles; exercises in correcting common grammatical errors; practice in the use of capitals.

Composition. — Letter-writing on the slate once a week.

Morals and Manners. — By anecdotes, examples and precepts, and by amplifying and applying the hints and suggestions relating to these topics contained in the reading lessons.

Vocal Music. — Musical notation, singing, and exercises on the music charts — ten minutes each day.

Vocal and Physical Culture. — Exercises as arranged by the Director in this department — ten minutes each session.

Drawing. — Lines and angles and plane geometrical figures, as in Drawing-Book number one.

Oral Instruction. — Weights and measures, and articles of clothing and food. Conversations on the reading lessons, as follows: Lessons 7, 11, 26, 42, 43, 44, 51, 52 and 58.

THIRD CLASS.

Reading. — Fifth Reader completed in the manner prescribed for the preceding class.

Spelling. — Spelling-Book reviewed by selecting words to be written from dictation twice a week, no lessons being given out for study; a sentence from the reading lesson written daily from dictation.

Writing. — Four Writing-Books, numbers three, four, five and six, with analysis of letters, and practice while sitting in three different positions, viz: right side at the desk, left side at the desk, and facing the desk.

Arithmetic. — Written Arithmetic, percentage with its applications, the easier practical problems being performed; Mental Arithmetic, in connection with Written, the same topic in both kinds being taught at the same time [sections eight and nine].

Geography. — The United States; the climate, physical fea

tures, and productions of the different sections; the thirty largest cities; their location, their natural advantages and disadvantages, and the peculiar characteristics of the business carried on in each; outline map of each State drawn from memory.

GRAMMAR. — Etymological Parsing; inflections and definitions learned from the text-book; correcting errors, especially such as are violations of the principles of etymology; sentence-making.

COMPOSITION. — Once a month on some topic embraced in oral instruction; business papers, such as letters, orders, bills of purchase, receipts, promissory notes, drafts, advertisements, invitations, etc.

DRAWING. — Drawing-Book number two, the course of the fifth class repeated.

VOCAL MUSIC. — One hour a week, instruction by the special teacher.

MORALS AND MANNERS, AND VOCAL AND PHYSICAL CULTURE, as in the preceding class.

ORAL INSTRUCTION. — Air, water, respiration, municipal and State governments, courts of justice; historical sketches, Pericles, Chatham, Jefferson, Samuel Adams, and Lincoln.

COMPOSITION.

In harmony with the suggestions of the programme in reference to the study of Grammar and Composition, it is well to observe that it is a matter of the greatest importance, that an early habit be acquired of committing our thoughts to paper. This should be one of the first objects of a school education.

The pen has greater influence in regulating the mental powers than spoken language, because in writing *order* is required in combining and arranging our ideas. But another reason for making composition an early part of our school instruction and study is, that if it be not commenced before the age of twelve or fifteen, it will be very difficult if not

impossible to acquire the art of writing our language with ease and elegance. The reason of this is obvious. The child begins in its very earliest years to speak and think at the same time. It is under the necessity of doing both, at one and the same time. So in writing, the mind has in fact to perform two acts at once; and it can never do this well unless it begin very early, and, by patient and persevering practice, acquire a well-established habit. Many find it easy to think and speak at the same time, while the moment they attempt to combine the motion of the pen with the exercise of thought, all becomes confused, and they fail to accomplish to their satisfaction what they most earnestly desire.

"The only reason to be assigned for this deficiency is, that children are not early taught to put their ideas on paper, so as to establish as perfectly the association of the process of *thinking* and *writing*, as that of *thinking* and *talking*." When the practice of composition is considered in this light, it assumes an importance as a school exercise, second to none in the whole course of intellectual education.

STUDY OF THE ENGLISH LANGUAGE.

Again, the study of the English language is as valuable a means of mental culture as the study of any other language. It calls into exercise the same powers, and in the same manner. It tasks alike the judgment and the taste. It demands a knowledge of the rules and principles of language by every one, who would express his own thoughts, or interpret the thoughts of others.

In teaching reading, and its kindred branches grammar and language, the Reading-book is of course that on which in a good degree the powers of the pupil are to be exercised and his taste formed. The selections should be adapted to the capacity of the child. It is not meant by this, such selections as can be very easily understood; because there is, there can be, no advantage in having children speak mere words and babble over what they already fully understand.

The most advanced scholars, such as are found in our High Schools, should be made familiar with the best specimens of English Literature. This is necessary in order that the mind may be aroused to a wakeful activity. This is as necessary as it is "that they should mingle in good society, if we would have them acquire a dignified deportment and polished manners." Especially should young ladies be taught to understand and appreciate the works of our best authors. This cannot be too earnestly pursued. A great point is gained when the pupils can interpret the thoughts of a good author, and can be made to feel their full influence. Their reading will then cease to be a mere mechanical effect, and will become an intellectual exercise, demanding and securing that kind and degree of attention and mental effort, which they should be required to give and put forth.

Place in the hands of scholars the productions of the most gifted minds, — productions which contain what is lofty in conception and pure in thought, — if

you would bring their sentiments, feelings, and taste to a high degree of refinement. Manifold are the advantages of having the mind employed upon subjects so agreeable. The common methods of education have not considered the study of our language as connected with the common affairs of life, as furnishing elegant subjects for conversation, or as a preparation for acting in social life, with dignity and propriety.

The Committee insist upon it with satisfaction, "that no study is more useful and important than that which cultivates the taste, and creates a relish for whatever is beautiful, proper, or elegant in writing. It tends to give vigor to the social affections, it creates a love for the beautiful in nature and in character, it becomes a most fruitful source of mental enjoyment, and if judiciously taught, it leads, more directly than any other intellectual employment, to a delight in virtuous dispositions and virtuous actions. And thus it becomes a positive moral influence."

They therefore urge our teachers to give more attention to the study of our language as an instrument of thought. It will help them interest and control the mind and feelings of their pupils, so as to leave

> "Deposited upon the silent shore
> Of memory, images and precious thoughts,
> That shall not die, and cannot be destroyed."

The design of such a study of English Literature as should be pursued by the most advanced scholars, will not be accomplished by merely committing to

memory select and long portions of poetic compositions and essays, but by a careful and critical study of the works of our best authors.

The following is an illustration of what is meant by "critical study." It is not given with the assertion that the observations are correct, but to indicate as well as it may, what is implied by a "careful and critical study" of a good author.

"There is a criticism founded upon patient research and studious deliberation which, even if it be given somewhat rudely and harshly, cannot but be useful. And there is the loving criticism which explains, elicits, illumines; showing the force and beauty of some great word or deed, which, but for the kind care of the critic, might remain a dead letter or an inert fact, teaching the people to understand and to admire what is admirable."

ILLUSTRATION.— Take the words from Hamlet,

"——— did address
Itself to motion like as it would speak."

What is meant by these words? "Did address itself to motion like as it would speak," means that the figure put itself in just such an attitude as one would who wished to speak to another.

"Address" must signify to prepare, to get ready. Now if "motion" be a noun, and consequently signifying a change of place, the expression to prepare himself to a change of place, or to get himself ready to a change of place, would not make sense.

Besides, we must suppose that the figure actually did *stop*, when he addressed himself to motion.

Now, then, if motion signifies to propose, — that is, to indicate or signify that it would make a declaration or proposal, all the difficulty at once is removed.

It did address itself to propose. It got itself ready to propose, to make a proposal, or to say something.

"Like as," is a strong simile. "When the impassioned and correct speaker would rise in expression, and when single words will not convey the force of his feelings, he has recourse to synonymes and repetition, and thereby in some measure supplies the defect in single words."

Like as is a case of tautology, and is justified by the principle above mentioned.

If you omit *like*, then the expression will be — address itself to motion as it would speak; *as*, in this case, meaning, as it frequently does, — *as if*.

It got itself ready to propose — just as it would to speak, is the exact meaning.

Can our girls and boys thus examine and criticise? Yes, when properly taught the laws and principles of our language, and when led patiently and perseveringly to study and interpret the thoughts of others.

MEMORIZING.

In the pursuit of any study in our Grammar or High Schools, there is danger that the memory may be so exercised as to be made to resemble a mere warehouse, in which the owner has stored, without knowledge, method or order, a great variety of goods,

but of little use, as he seldom looks within, and when he does, knows not how or where to find anything he wants. The scholar may be furnished with the materials of knowledge, and find but little wisdom. These remarks may be considered trite, and by some uncalled for. They may be trite, but there is occasion for their utterance. Scholars are still required to put forth intense and hurried effort to commit to memory long pages for *mere recitation*, which is a gross misconduct in study. Such effort made without thinking, without due attention to what is specially important, will not secure for any length of time a recollection even of what is so hurriedly learned, and is about as bad as doing nothing. A habit may be thus formed of running over things, especially if difficult, superficially, with but little understanding or appreciation of their meaning or value. Taking it for granted "that what is held to be right in schools of learning, cannot be wrong out of them," students thus early trained will pursue their studies all the days of their lives, in the same absurd manner. This may lead them to think they are very learned, and gratify their vanity, but it can never answer the end of education, — which is the development of the entire nature in reference to a wise and useful conduct of life.

The writer visited a school some time since in which the pupils were reading with their instructor, Guyot's Earth and Man. Every step in the development of a subject was carefully considered, and the pupils received all the benefit to be derived from such a study.

They did not spend hours in learning to recite the words of the author. They were furnished with the materials of knowledge, and taught, by thinking, to make them their own.

The same school was visited again after a few days, and a full and free interchange of thoughts and opinion with the scholars upon the subjects they had been considering, showed how well they had accomplished the object in view, namely, a clear understanding of the conclusions of the author, and the capacity to state them in appropriate language. Such should be the course with any author who writes elegantly and to the purpose. He should never be read hurriedly, nor be committed to memory by the pupils, till they are led by careful and critical study to see his beauties and appreciate his excellence. A writer whose works appeared more than a century ago, in speaking of the course pursued in the Grammar Schools in England at that time, says, "Such a Way of Reading (hasty) is like Riding Post through a strange Country; in which Hurry a Man has not Time to acquire a knowledge of it, and the Laws, Manners, and Fashions of its Inhabitants, worth the trouble and fatigue he gives himself, and as nobody would wonder, if such a hasty traveller came home but a little wiser than he went, so it is little to be wondered at, if a Person that runs through an excellent Author in Post Haste, is not much better for such a transient survey of him." Perhaps some one, recognizing that superficial study is bad intellectual and moral training, and that it will secure but an imperfect

education, may still ask for "something practical." Such requests we are accustomed to hear. They are of little consequence. There *is* a right conduct of study. Teachers who can see and appreciate it, will have no difficulty in regard to what is practical.

A WORD TO PARENTS.

The Committee cannot leave this subject of education without offering to parents a word of well-meant advice. Parents owe a duty to the schools and to their children, which is not heeded. They are for the most part ignorant of what their children are doing in school, and do not understand and appreciate the influence there exerted upon them. It is sad to see how thoughtlessly and easily children are given to the care of teachers, as if by so doing all parental obligations were fulfilled. No wonder scholars become negligent of school instruction, and are hard to control. They see and feel how indifferent is the desire of their parents in regard to their best interests. This should not be. The influence of home should be tributary to that of the schools. Parents should visit them, and witness the conduct and progress of their children. This is necessary, that in the quiet of domestic life, they may be prepared "to supply what is defective, to correct what is wrong, to confirm what is valuable in the course pursued at school." Such visitation could not but result in good. It would secure an interchange of thought and purpose eminently desirable, and lead parents to rely upon the judgment and good intentions of the

teachers. It would enable them to become acquainted with the duties and difficulties of school management. A very important consideration is, that such familiarity with the schools, on the part of parents, would tend to make them prudent as to the matter and manner of what they say at home in regard to the teachers.

Parents, would you have your children regard your own authority, be sure that they do not slight the authority of their instructors. Be their mutual friend. This is one of your highest obligations. You will thus stimulate both to an earnest devotion to duty. Point out to your children the dangers in which school life will involve them. Do this fully and earnestly. Show them the hazards to which their early life is exposed. You will thus, with the coöperation of their teachers, keep them from many follies, and from the power of dangerous companions. Do these things, prompted by a parent's love, and, with heaven's blessing, good will follow.

A word is necessary in regard to health. Care is taken in our schools not to injure it; and if the health of scholars fail, this may not be owing so much to hard study and close confinement in the school-room, as to the thoughtlessness of parents in permitting them frequently to attend parties, or places of evening amusement. Positive endeavors to *promote* health are not so much needed as caution in regard to indulgences sure to injure it. Debility and disease require peculiar attention. But in the case of children generally, wholesome

food, early hours, pure air, and proper exercise are all that is necessary. Parents, if your son or daughter has pale cheeks, languid looks, a weak body, and a nervous habit, see if it be not owing to late hours, and the atmosphere of brilliantly-lighted and crowded rooms, and other exciting and exhausting causes, rather than the *hard study* and *rigid discipline* of the school.

One other suggestion. It is of the highest importance, in a moral point of view, that the parents or guardians of the young ladies attending the Girls' High and Normal School, with the intention of becoming teachers, should have such frequent intercourse with the instructors, as to learn what is the probability of their children ever being qualified to teach well. Such information would be received as would, in many cases, save from disappointment and regret. What is meant is this. Young ladies go through the whole course of study without affording at any step of their progress evidence of future success as teachers, and in the end fail. Their circumstances are such that they cannot afford to do this; and were the truth told them, it would be their desire, and *they would feel it* their duty, to give attention to something else, and prepare for other useful employment. Parents and guardians should therefore visit the school, and learn what they ought to know in regard to those whose welfare they are in duty bound to consider. This advice is well meant, and facts testify to its importance.

It would be satisfactory to speak of the relative

importance of the various branches of study pursued in our schools: such a discussion would occupy more space than can be given to the subject in this report, and is therefore not attempted.

OUR TEACHERS.

The Committee are happy in the knowledge, that generally the instructors of our schools are attaining a higher state of mental culture, and discarding prejudice, are ready to avail themselves of every opportunity of becoming wiser, better and happier. Men and women of pure thoughts and lofty principles, they read, examine, weigh and believe; weigh with impartiality and come to wise conclusions. If any of them are still moving in a circle, incapable alike of progression and of rest, content with what they are and with what they see, let them remember that they are not the men and women who will improve society. The best order of minds is always imbued with the desire of something better, and pursues its course with the expectation of securing it. If any of our teachers are still under the influence of a "narrow prejudice, stale custom, or misty doubt," let them remember that these prejudices, customs and doubts must yield to the rational deductions and calm decisions of common sense.

LATIN SCHOOL.

The sentiment which has governed the School Committee of Boston for more than fifty years in reference to the Latin School, has evidently been to give it such prominence as its importance demands. Fore-

most in our Public School System, and known as such throughout the State and Country, they have deemed it a wise economy to secure by an honorable and permanent salary, the men best qualified by liberal culture and executive ability, to have its supervision.

The present head-master of the Latin School has been connected with it as instructor since 1831, with the exception of one year when he was absent from the country. He has occupied his present position since 1851. The Committee have a high appreciation of his liberal culture and accurate scholarship; and they record with pleasure the fact, that he has always regarded the duties of the school as sufficient for his whole time, energies, and strength, and has refused every offer for compensation for time which would be by us regarded as entirely his own. The other High Schools are now established and placed on an equality with the Latin School.

In 1814, the salary of the master of the Latin School was established at two thousand dollars per annum. The same year the salary of the most prominent young man of his time, as pastor of one of the most prominent churches of the city, was but thirteen hundred dollars, with house-rent and fuel in addition; from which it would appear, that the Committee did not intend to make this master's position inferior to the clergyman's. In 1838, the salary of the master of the Latin School was equal, or nearly equal, to that of the Mayor of the city. Thus it will be seen that no office has been regarded with greater respect. We still cherish for it the same sentiment. The first minds in

the community should be encouraged to assume it. This *has* been done, by making the compensation not only sufficient for a liberal support, but such as to afford cheerful evidence of the consideration in which we hold those whom we have called to the management of this high order of institutions for public instruction.

In 1818, the Rev. Dr. Channing, whose words are cherished by many as a precious legacy, said in a public lecture, that "Much as we respect the ministry of the gospel, we believe it must yield in importance to training the young"; and the highest concern of the community to-day is, that its resources should be directed to procuring and retaining the best instructors. Certainly our High Schools should have them. They should have the gifted and the best educated men, worthy the entire confidence of the community, and fitted by their intelligence and moral power, to be intrusted with the care of the young men and young women of our city. "These instructors should be ranked and recompensed as the most honorable in society."

These remarks are made not to indicate a want of confidence in either of the men at the head of our High Schools, nor to eulogize them, but to express a high appreciation of the work they have undertaken to perform.

While the Committee are thus animated by a sincere desire to represent these schools in all their importance and influence, and while they believe that the salary of the head-masters should be paid

upon the basis of the liberal professions, they are far from being insensible to a proper consideration of an economical conduct of these as of all our schools. They believe it to be consistent with a just regard to the pecuniary interests of the City, that the men who are educating those who are to become our professional men, our merchants and teachers, should enjoy every possible facility for adding to their usefulness, when we remember that the successful bestowment of their labors tends in an eminent degree to promote individual happiness and usefulness, and the prosperity of the City and community for all coming time, not only by exerting a direct influence upon their immediate pupils, but also by affording a high standard of excellence, which helps to elevate the whole system of public instruction throughout the City and throughout the State.

Of the vast importance of these High Schools in order to the diffusion of knowledge and virtue, as sources from which is carried into every department of active life a controlling power, no one pretends to doubt.

The Committee are happy to regard this system of instruction as proof of the wisdom which has organized and carefully guarded our public institutions of learning, and they would have the whole people see and value as they ought, the liberal and accurate scholarship which is essential to the successful discharge of the duties of head-master of either of our High Schools. They would not, however, give the

impression that these schools are not capable of improvement. While they appreciate their value and the work accomplished by them, the Committee record with pleasure that the Board has made, and is prompted still to make, such changes as the interests of the city shall clearly demand. Many changes have been made in the Latin School, which former years would have regarded as absurd innovations. The wants of the community seemed to demand them.

A new plan of work has been adopted, "giving the school a higher purpose, and embracing in the range and variety of its studies all that the best schools of our times anywhere offer." For many years no important change had been made in the course of study, and the Committee and the well-informed in the community are entirely confident that the results of the course now begun will be satisfactory. The purpose now is "to give thorough general culture to boys intending to pursue the higher branches of learning, or preparing for professional life." The study of Latin and Greek forms as important a part as heretofore. An extended study of English Literature has been provided for, also "thorough teaching of two modern languages." A "suitable method of instruction in Geography and History" has been introduced. The mathematical course has been strengthened and improved. The natural sciences, including Mechanics and Physics, and Drawing, which is to be thoroughly taught throughout the whole course, are also to be noticed

as important additions to the system of study in the Latin School.

ENGLISH HIGH SCHOOL.

It is proposed to say but a word in regard to the English High School for boys. The Committee have confidence in the learning and fidelity of the head-master and his associates, and in the success of their efforts for the instruction and training of their pupils. The boys are generally made familiar with the branches of study usually pursued in the school. An important improvement is the introduction of the study of English Literature, which has added much to the interest and profit of both teachers and scholars. Other improvements have been made in this as in the Latin school; but, as the system of studies and the organization of the English High School "is still a subject of inquiry, and will be considered in a report to be made to the School Board during the current year, by the Committee on the High School education of boys," it is important only to add, that, in regard to these and all our schools, the Superintendent and Committee are still in search of better things, and old and absurd notions, if they exist, must give place to those that are more rational and useful. The change of study and instruction in these schools, mentioned above, is evidence that the restrictions of the past are to be removed, and a more liberal system sanctioned; a system better adapted to meet the growing wants and advancing civilization of the times. Our schools will not stand still. Things

seen not to be best, which the best order of minds devoted to educational pursuits does not approve, must and will give way. The Committee are happy in the belief that *something better than present good*, "the soul of everything great and noble," animates the instructors of our High Schools: they are regarded as men of liberal views and sincere purpose, and willing to carry out the wishes of the Committee and an enlightened community.

GIRLS' HIGH AND NORMAL SCHOOL.

The fundamental principle which governs men in their preparation for the various professions of life, should regulate our conduct in regard to the preparation of those who are to be the teachers of our Boston schools. A Normal School, distinct from the High School, should be established for the purpose of preparing the daughters of the citizens of Boston, "to become better teachers, than can now as a general thing be found to fill the vacancies which are frequently occurring, and thus greatly increase the efficacy and usefulness of our public schools." Young ladies may be admitted to this school, who intend to make teaching their profession, and who have reached the standard of attainments required on the part of the graduates of the High School.

The course of study and instruction should comprise a thorough review of the studies taught in our schools, the object of which should be to give the pupil a knowledge of the best methods of teaching all the essential elementary branches — knowledge

methodically arranged, and adapted to the wants of teachers. Its aim should be to give to each subject the severe, patient, and persevering study its importance demands; to open to the mind new fields of knowledge, and develop and strengthen all its faculties. Such use should be made of text-books and manuals, as will enable the pupil to "teach independently of them, by a thorough familiarity with the subject to be taught." The best methods of teaching and of government should afford fruitful themes for discussion and instruction.

These exercises would be found most interesting to both teachers and pupils. "They task alike the judgment and the taste." They require high mental attainments properly to conduct them, and also more time and energy than the present head-master of the Girls' High and Normal School can bestow. They demand all the time and care of a man of liberal culture and scholarship, whose soul is all alive with the importance of the work of training those who are to be the teachers of our children, so that they may fill the complete sphere of life, and discharge with a diligent, a constant, and a loving spirit, all the duties which may be required at their hands.

Such a system as we have in mind, only the outline of which can be developed in this report, would secure in an eminent degree, on the part of those trained under it, "freedom from irritability and capriciousness; patience not weary of attending to minute objects and minute opportunities; and steadiness of purpose never to be won by mere entreaty, or teased by im-

portunity from a right determination in the way of duty,"—qualifications essential to a teacher.

These brief remarks show that here is work enough and honor enough, if the work is well done, to satisfy the ambition of any one.

No one pretends to doubt the value of having a clear conception of what are the objects of first importance in education. We often meet with persons tolerably qualified as to mere mental accomplishments, but whose inefficiency as teachers is apparent. This inefficiency is often owing to their ignorance of the wants of children, — wants which are as boundless as their immortality, — to their ignorance of the laws of mental development; to a lack of acquaintance with the principles and modes of teaching and of government, and also to a want of a just appreciation of the work they have undertaken to perform. A thorough course of distinct normal training will, in a good degree, supply such wants, and no other course can. The pupils of such a school will be found able to adapt means to ends, and to do what they have to do as well as possible. Caring for the young when life is brightest and happiest, they will feel they have assumed a sacred function. They will always be ready to bestow much time and study to a careful preparation for a successful discharge of their duties.

From their observation and experience, from their acquaintance with teachers, the Committee are led to remark — and there is no question as to the truthfulness of the remark — that as a general rule, those

who have received their education at our Normal Schools, are our best teachers. They "see that teaching has much to effect beyond the present hour," and that excellence in teaching consists in giving such direction to the mind and heart of the pupil as will tend to secure his best interests. They have habits of invention, of self-reliance, and self-government; they appreciate the relation they sustain to the welfare of humanity. What they do is the result of design, the consequence of a well-directed plan, and wisdom appears in all their works.

Permit, then, the daughters of our citizens who are to become teachers, to receive the liberal culture of such a High School as we may have under the care of Mr. Hunt; then spend a year or more in a Normal School, in which a definite object is kept constantly before them, under all the appliances and influences of the school, and no one can doubt that a good can be accomplished, such as can be secured in no other way. This will appear more clearly, when in their closing remarks the Committee shall speak more fully ot the head-master and his duties.

It is also important to suggest that many would be found in the High School who could not afford the time to pursue its full course, but would desire to avail themselves of the privileges of the Normal School, after one or two years' study at the High School. Such pupils, if they give evidence that they may be able to teach well, should be allowed to do this, and prepare themselves to teach in the Primary Schools, and lower classes of the Grammar Schools, while

those who desire to pursue the full course at the High School should be allowed to do so. The Normal School should be graded so as to meet the wants of all who may desire to become teachers. Thus in it there would be no privileged class.

At the head of such a school should be a man of experience, one who would not need to lay down certain rules and regulations, and theorize upon paper in regard to any department of such an undertaking. He should have in his mind plans and methods which have reached results, which are beneficial and remarkable, and which show that he is worthy of confidence and a liberal support. His system, even if peculiarly his own, should be a system not just thought of and devised, but the result of observation and experience. It should have the sympathy of educators, and the confidence of teachers. He should be one who would have a high appreciation of the work of preparing others to teach. Thus would he sow the seeds of virtue and correct principles, and exert an influence in the highest degree salutary to the social, civil, and religious interests of men, which shall be felt to future generations, and tell upon the destinies of multitudes forever.

NOW IS THE TIME FOR CHANGE.

In the history of all communities there are times peculiarly favorable to change, and to an improvement in the conduct of public matters. Circumstances combine to create wants, and at the same time afford the means or opportunities for a full

supply of such wants. Such is the case now in regard to the conduct of the educational interests of our City. We are called upon to notice the demand now made upon us. The want of better trained teachers than our High School affords, is not felt by a few, but is generally recognized, and especially by the masters of our schools. The want is generally recognized,— and it is very certain that the supply can never come from our High School. We ought not to expect it. Five hundred pupils are more than any one person can properly supervise. Mr. Hunt, in addition to his other duties, cannot — he may do it as well as any one could — satisfactorily organize and care for a Normal School, such as Boston ought to have, and such as the cause of humanity demands.

The present time calls for a change, and affords the best opportunity to make it. The area of the City has been greatly enlarged. The demand for teachers in the city is greatly increased. At present many of the Board look away, when they want to secure the best female teacher. This ought not so to be, and would not be, if the masters of our schools and the Committee did not know that Boston has no source to which they can look with confidence. This want should enlist us on the side of right.

The present condition of the Girls' High and Normal School, which is entering upon a fresh history, also affords the best opportunity for the establishment of a distinct Normal School. By the proposed change *now*, we do not in the least reflect upon Mr. Hunt. We accord to him all praise. We do not imply any

suspicion of his attainments or of his success. He may have quick feelings on the subject, for we know that educators object to having their plans meddled with, and are apt to consider that the allowing that their plans are capable of improvement, may be regarded as an evidence of inefficiency on their part. None of us have any such feeling in regard to Mr. Hunt, and we must not let any feeling on his part stand in the way of conducting our educational affairs in the best possible manner. To propose any alteration of plan to any school is like to meet with opposition; but there are so few difficulties to be met with in initiating and carrying out what is contemplated,— namely, a distinct Normal School,— that we should not hesitate to make the attempt. We must keep up with the spirit of the times, and work upwards and ever onward.

DUTIES OF HEAD-MASTER.

In regard to a High School such as we should have if the proposed change is made, it is but just to remark, that in order to perform the duties of his position well, the head-master of this school, as was said on a former occasion of the master of the Latin School, must be competent not only to so instruct the pupils under his charge that they shall on leaving the school be able to pass a thorough examination in Latin, Mathematics, the Sciences, Literature and in French, and whatever other studies may be pursued by them; but he must act as supervisor of the instruction given by his assistant teachers, of

their methods and knowledge, and at all times be ready to answer the questions which in their study and investigation, they find occasion to refer to accomplished and accurate scholarship. In addition to his knowledge of Algebra and Geometry and the other higher English branches, the head-master of this school, to perform thoroughly the duties of his office, must have acquired sufficient knowledge to fill the chair of almost any of the Professorships in one of our colleges. He cannot, he ought not, to confine himself or his studies to a single department. He must teach to a greater or less degree many, and have an accurate knowledge of them all.

It must also be apparent to those conversant with the great advance made in study during the present century, and with the voluminous works and repeated editions resulting from this activity, that the attainments necessary for the successful discharge of the duties of head-master of such a High School, as we should have under the care of Mr. Hunt, are such as are possessed by very few: such a work is enough for one poor mortal; more may end in failure. Such a school should satisfy him, and we should proceed at once to organize a Normal School, in which those who are to be the teachers of our children, shall be prepared by proper training to enter upon this sacred work with a just appreciation of its importance, and be ready to proceed with clearness and precision, because able to analyze the thoughts of children, to understand the early developed elements of their mental constitution, to meet these developments, and supply their wants.

Thus only can our work be well done. Thus only shall we prepare our teachers to have a good degree of success in their calling. And more than this,—believing that God has made it possible for them to understand the true modes of training the young for their duties and their destiny, and that for every want of the soul God has ordained a supply just suited to that want,—*thus only* shall we prepare them to see the path of duty plain, and minister to the happiness of the young, and help them enjoy the sunshine of life, while they train them for "the emergencies and engagements" of active responsible duty. Thus only shall we regard as we ought the interests of education in this city, the home of our affections and the place of our activity.

OTHER HIGH SCHOOLS.

The schools known as the Roxbury and Dorchester High Schools, are under the care of men of reputation and culture, whose success as educators is well known. The Committee and the community recognize their excellence and value. The Committee can, however, only thus notice them as forming an important part of our school system, and as receiving the attention and support their importance demands. Males and females attend these schools.

No. of High Schools 5

Latin School for boys.
English High School for boys.
High and Normal, for girls.
Highland High School for boys and girls.
Dorchester High School for boys and girls.

Number of school-houses for High Schools	4
School Rooms, 28; halls, 4; seats, 1,220.	
Number of teachers in High Schools	55
Male teachers, 30; female teachers, 25.	
Increase for the year	11

GRAMMAR SCHOOLS.

The writer of this sketch has been connected with the schools of Boston since 1839, and has witnessed the improvements which have been introduced into them from that time to the present. The most important change was the abandonment of the "double-headed system," and placing each school under the care of one master, with such assistants as might be required. This change has secured a better classification and better discipline. Another change, which may not be an improvement, was the adoption of the system of large schools, each numbering from 700 to 1,000 pupils. We commend to the consideration of the City Council and the School Committee, the judicious remarks on this subject, to be found in the reports of the Superintendent of Schools. It is perhaps not the most economical nor the wisest arrangement. The masters of the largest of our schools can do little else than act as supervisors of their subordinate teachers. Another improvement introduced is, in so arranging the rooms in the construction of the Grammar school-houses, that each class is by itself. The master is assisted in the instruction and management of his class by a lady of culture and refinement, — none other should be employed,— who brings an influence which the boys

especially need. Still we have sometimes thought that the instruction thus imparted is not quite as comprehensive and thorough as when given by an earnest and faithful man. There may be a tendency on the part of some of the masters to rely too much upon what this head-assistant may do. If such *be* the fact, we would not change the arrangement at present, nor would we ever take from these older boys the influence of woman, nor from the older girls the influence of man. We trust, however, the time is not distant when much of the work which now devolves upon the masters shall be accomplished by additional superintendents, which will enable them to render more direct personal instruction. Vocal culture, physical training, and vocal gymnastics have also been adopted as a part of the school training for all the classes of our Grammar Schools.

The most recent improvement is the introduction of the programme of study prepared by the Superintendent, under the direction of this Board. Its practical working and its good results are not to be questioned.

These and other changes and improvements in the organization and conduct of the Grammar Schools were fully examined and carefully considered before their adoption; therefore progress has been certain. Every proposition for improvement has been adopted by a large majority of the Board, when recommended by the special committee whose duty it was to examine and weigh its merits. In

the management of this great interest of public schools, the Committee have sought the best way; improvement has been their constant aim.

Number of Grammar Schools	36
For boys 10; for girls, 10; for boys and girls, 16.	
Increase for the year	8
Number of school-houses for Grammar Schools	36
School-rooms, 414; halls, 30; seats, 22,854.	
No. of teachers in Grammar schools	466
Male teachers, 70; female teachers, 396.	
Increase for the year	46
Whole number of pupils	19,023
Average daily attendance	17,807
Cost per scholar for tuition	$21.67

See the Superintendent's last Report for summary of statistics.

PRIMARY SCHOOLS.

A brief notice only can be given of these, as of the other schools. A citizen of Boston, a gentleman of intelligence and sincerity, for many years a member of the Primary School Board when it existed as a distinct body, visited in 1856, in company with friends from Scotland, several of our Primary Schools. In 1868, he again visited several of the same schools, with the same friends, and they all remarked with surprise the change and improvement apparent in the classification, instruction, and discipline of the pupils, and in the bearing and influence of the teachers.

These schools have received direct and uniform supervision from the Superintendent. He has seen them under favorable and unfavorable circumstances,

on pleasant and stormy days, and at all seasons of the year, and has learned their condition and wants. He has also met the teachers and made known to them what was well, and what was defective or wrong; the effect of which has been to secure, in an eminent degree, unity of thought and action, and awaken the desire and purpose to pursue a course which promises ever something better. Mention is here made of some of the improvements in the conduct of these schools. A complete "Programme of studies for the several classes, has been introduced, defining with distinctness the work to be done by each teacher, and thus greatly increasing the efficiency of her instruction by providing a standard by which her work may be, to a reasonable extent, tested." Desks and comfortable seats have taken the place of the arm-chairs, in use many years. The "Primary slates," most important helps to progress, have been introduced. The "Primary tablets," designed to facilitate instruction not only in writing, but also in most of the other branches taught in these schools, have also been introduced.

Systematic instruction is given in Vocal Music under the care of an accomplished teacher. Physical training and Vocal Gymnastics are features prominent in these as well as in all our schools, of a systematic effort to secure "the health and vigor of the schools, a graceful carriage of the body, proper habits of breathing, also development of the voice, good reading, speaking and singing." These are recent improvements, and steps in the right direction, and there is

reason to believe that the Primary Schools are accomplishing the purpose for which they were established, quite as well as those of higher grade.

The teachers of these schools have to do with the young when life is brightest and happiest. Let them appreciate this, and remember how closely they are bound to their pupils for good or for evil. Let them consider the influence of character. Let them consider that the *choice* of character, by the blessing of heaven, may be within the control of the will, but that the influence of character itself is beyond the control of the will.

What a teacher is, is ever photographing itself upon her pupils, and she cannot help it. "If her heart glows with love, its warmth will radiate." "If she is selfish and cold, the cold will chill the air all around." She may not think of this; she may even be unconscious of it; but it cannot be questioned. "The instructor who loves most and is loved the best, will commonly prove to be the most efficacious."

Number of Primary Schools	323
Increase for the year	16
Number of Primary school-houses now occupied	67
School-rooms	333
Seats, about	18,000
Number of teachers in Primary Schools	324
Increase for the year	15
Average whole number of pupils belonging to Primary Schools: Boys, 7,936; Girls, 6,451	14,739
Average daily attendance	13,339

INFLUENCE OF CHARACTER.

This subject has been alluded to in the preceding article, but more should be said, that teachers may be led to understand and recognize in all their plans and purposes, in all their aims and objects, the relation they sustain to their pupils — a relation of obligation and dependence. Life begins and goes on for years, cared for, and sustained and guided by others. The young immortal given to a parent's charge calls forth the expression and offices of tenderness and love, because of its very helplessness. There is beauty and power in this sentiment. Teachers of young children should consider and hold fast to this truth, content to perform even the humblest of their duties faithfully and well. They should remember, that the dependence of pupils upon teachers, is like that of children upon parents. This is a simple truth, and should be cherished as a vitalizing principle.

A feeling of sadness steals over the soul as we remember how little any of us appreciate the influence of character. It is sad that we think no more of the process by which a man becomes what he is. The sum total of one's words and thoughts, of his desires and aspirations, his prayers and resolutions, what he does and what he omits to do — that which makes him what he is, is reached so silently, that it secures but little regard from himself or others. Yet it is a matter of deepest interest and importance. None is more important for teachers to consider. Nothing in character is ever lost. It exerts a positive influ-

ence upon others. Especially is this true of the character of a teacher, for its influence is exerted upon the most impressible materials.

"Human agency can cause the atoms of matter to pass from one state to another, or from one combination into another; but to destroy them requires the same infinite power which called them into existence. The various forms of matter may be ground to powder, or dissipated in vapor: animals and plants may die and be decomposed, their particles may return to the common earth, or float invisible in the air, but they are not lost; they enter into an infinite series of new combinations, and reappear in other forms of beauty and life. In the ceaseless round of change, not an atom is destroyed or lost." So, in a higher sense, the simplest word, thought, or deed, never dies. Noticed or unnoticed, it lives, telling upon the destinies of men forever. So, too, the *influence of character*. It is just as sure and positive as any influence in nature.

In harmony with this sentiment is the remark that there is a charity due to scholars, which some instructors do not seem to recognize. This charity demands that teachers act from right principles and for noble ends. Men have made shipwreck of their character, and have dated their departure from virtue by imitating others, whom they thought wiser and better than themselves. It is true, one cannot exactly prescribe rules for another. One book only furnishes sufficient and sure rules for every person, at all times and under all circumstances.

"Be what thou seemest, live thy creed,
Hold up to earth the torch divine;
Be what thou prayest to be made,
Let the great Master's steps be thine."

Permit the Committee still further to remark, that notwithstanding the truth they have been considering is one of present and never-ending interest, men — yes, teachers — are apt to look away from it, as not worthy their regard, or as not having any personal application. This is a sad mistake. A teacher's character is a tremendous power, and he is responsible for it. The fact of such influence is recognized by the common sense of any enlightened community. Personal responsibility is as clearly a matter of consciousness. We are useful, or not, as the result of character. This, as has been said, is partly within the control of the will, and partly beyond it. That which is within the will, is the choice of character. That which is beyond the will, is the influence of character. A teacher can choose to have a good character, and its influence will be good, necessarily. He may choose, so can any one, to have a bad character, and its influence will be bad, necessarily. What a teacher is, is ever impressing itself upon others. If he is animated by the spirit, and warmed with the love and aspirations of a true and lofty soul, his power will be felt and vivify all within his reach. Heat will radiate, and you cannot help it. An icy breath will chill and freeze, and you cannot help it. Teachers cannot govern the power of character. It is ever *photographing* itself upon their pupils, and they cannot help it.

What, then, is the practical lesson of this brief discussion? What is the chemistry which will turn all that instructors do to others, and all that others do to them, into blessing? It is *character*.

EVENING SCHOOLS.

Many of these schools are accomplishing their purpose well. In their organization, management, and cost, inexperience is at first a hinderance to complete success. Still, the citizens of Boston will be glad to know that hundreds of boys and girls, children of orphanage, intemperance, and want, have found in them an asylum into which they may retreat from the storms with which the sky of their youth is overcast. Were they not in these schools they would be in the streets, exposed to danger, vice, and crime. Men and boys, women and girls, whose education has been neglected, and who have to work during the day, are regular in their attendance, and quiet and attentive to their studies. One school shall be noticed. This school begins on the first Monday in October, and continues six months. It consists of a male and female department, and holds four sessions each week, two for each department. Many of the men have attended four evenings each week. Both departments have been as orderly as many of the public schools. The teachers have expressed their pleasure and satisfaction on this account, and have devoted themselves to the interests of their pupils. Many of the boys and girls, as well as adults, have made progress in their studies, alike creditable to

themselves and to the school. They are among those who have attended the school regularly for two or three sessions, and have so given themselves to study, as to receive the confidence of all most interested in them. Others have learned to read and write, who did not know the alphabet well, and who could not use the pen when they first entered the school.

It is not necessary to speak more fully of this part of our school work. It is a way of doing good which must secure approbation. It is adapted to make the young and the more advanced in life, wiser and better, to strengthen them intellectually and morally, to correct their habits, to refine and elevate them in their social capacity, and indeed in every other respect. May these thoughts inspire us with sentiments of gratitude, sympathy, and love!

The Evening High School for males and females has been a great success, and hundreds have received the benefit of its influence and instruction.

INDUSTRIAL SCHOOLS.

This subject has been considered and reported upon by a special Committee; and there is no doubt that, in due time, such arrangements will be made, and such results reached, as shall give greater value to our schools in the facilities they will afford for the better preparation of children for their future.

Every school should be to a greater or less degree an industrial school, that the children of all classes may be instructed in the utilities of life, and be taught

to look seriously at work, and regard it when worthily performed, as honorable in all conditions of society. The intention is to give such instruction in the arts of useful employment, as will enable them to meet the duties and emergencies of life, and be helps and not burdens to themselves and others, when adversity comes.

Attention is called to the very excellent Report on the subject presented to the Board of School Committee by Mr. Shackford, and which is printed for the information of all interested to read it.

SCHOOLS FOR LICENSED MINORS.

Two schools for licensed minors were established three years since. Boys licensed to sell papers or black boots on the streets, are admitted to their privileges. Under the care of teachers well qualified for the work, these schools have accomplished good results. The boys are not only taught many of the branches usually pursued in our Primary and Grammar Schools, but also lessons in morals and good manners. Many of the most rude and neglected have been the most punctual, and any one familiar with them could not fail to see how much they have been affected and benefited by the disinterested and faithful instructions of their intelligent and devoted teachers. The Committee feel confident that these schools will continue to be a success, provided the proper officers are earnest and faithful in looking after and caring for those who are disposed to violate the city ordinance in reference to "Licensed minors."

SUPERINTENDENT OF SCHOOLS.

The proposition to appoint a Superintendent of the Public Schools of Boston was discussed in the City Council, and in the School Committee, for several years, before it was adopted. The papers of the day entered fully into the consideration of the subject, and the public mind was deeply interested. After mature deliberation, the office was instituted by the School Committee in April, 1851; and on the 13th of May following, the first Superintendent of the Public Schools was elected. The office was instituted with the belief that "it would add greatly to the efficiency and usefulness of our public schools." Twenty years of its activity have shown that this was a wise judgment. The present incumbent has occupied his position for nearly fourteen years. During the time of his connection with the schools many important changes have taken place. The Primary Schools have very decidedly and profitably felt his power, as the instructors and Committee well know. Their condition has been improved, not so much by great and marked events, as by more unnoticed and constantly recurring changes for good.

Much is due in other respects to the influence of the office. It is a source of information to teachers, to parents, and to the Committee. It helps more than anything else to model our schools, and affords comfort and strength to those employed in them. It forms and deepens a general interest in education, by the able reports which it sends forth. The influence

of the office has been to advance public instruction, not only in our own City, but throughout the State and Country. Its reports — the only source from which can be learned the true condition of our schools — are published and highly appreciated in other lands. To these we are indebted for much practical knowledge, for better sentiments on matters of school instruction, and for many things, which, as steps to future progress, or important as an end and principle, lead to eminence and usefulness. These reports are themselves evidence of the truth of what has been said.

Notwithstanding the devotion of the Superintendent to the duties of his calling, it is evident to those most familiar with our schools, that they demand and should receive the benefit which additional supervision, wisely directed, could not fail to secure. The city of New York employs five Superintendents of schools. One of them receives a salary of $4,700; two, a salary of $4,200 each, and two, a salary of $3,600 each; and no one familiar with the results of such supervision in that city, would hesitate in regard to its continuance and encouragement as a power for good, which can be secured in no other way. Would that our city were in the same manner favored. We expend $4,000 for school supervision: New York more than $20,000. The city of Chicago, with a less number of scholars than Boston, has two Superintendents, with several clerks connected with their office. St. Louis has two.

The compensation of these men in all these cities is liberal, and theirs is a wise economy.

EXPENDITURES.

The School Committee have control of a part only of the expenditures for school purposes. They are, however, often spoken of, even by members of the City Council, as not having a proper regard for an economical management of our schools. The salaries of the teachers and other officers employed by them are under their control, and will probably never be less than at present. The erection and cost of school-houses are under the entire control of the City Council; and if there has been an expenditure the propriety of which might be questioned, it is that which has been made, for several years past, in the erection of very costly structures, when perhaps two-thirds of the amount expended would have accomplished all that was needed. The amount expended by the School Committee, the past year, above the salaries of the teachers and other officers, does not exceed $53,389.80. The City Council has expended the past year, for school purposes, $816,615.01; and until the School Committee shall have control of matters properly belonging to them, they should not be held responsible for it, if the cost of the schools is unreasonable.

The amount paid by the School Board the past year, for salaries of teachers and other officers, is,	$729,745 68
For all other expenses	53,389 80
Total	$783,135 48

The amount paid by the City Council for the erection of school-houses for the past year, is . .	$612,337 86
For other school purposes	204,277 15
Total	$816,615 01

From the above statement it will be seen that more than half of the money appropriated for schools has been controlled by the City Council. It will also be seen that the expenditures under the control of the School Committee can never be less than they now are. And it will also be seen, that the expenditures, under the entire control of the City Council, have been for the erection of very costly and highly ornamental school buildings, and for other school purposes. It is not *asserted* that these expenditures have been wasteful; but it is believed such expenditures might have secured better results, if the City Council had not listened with so much indifference to the suggestions of the Committee.

Other matters of interest and importance might be noticed; but the Committee deem it best that the reports on the most important subjects which have been made during the past year, should be printed in connection with the Annual Report, that the citizens of Boston and of the Country may understand and appreciate the spirit which animates and controls the School Committee of Boston in the conduct of their schools. They ask a careful consideration of these reports, and also those of the Superintendent of Schools. They do this, confident that any person competent to judge, will see in

them evidence that generally our schools are well conducted, and are in an eminent degree accomplishing the purpose for which they were established.

LORING LOTHROP, *Chairman.*
GEORGE D. RICKER,
WILLIAM POPE,
MOODY MERRILL,
SAMUEL G. BOWDLEAR,
JOHN S. H. FOGG.

REPORTS

OF THE

COMMITTEES ON THE HIGH SCHOOLS,

FOR THE SCHOOL YEAR ENDING AUGUST 31, 1870.

LATIN SCHOOL.

The Committee on the Public Latin School respectfully submit their annual report.

The average number of pupils in this school the past year has been two hundred and twenty-seven; the average attendance, two hundred and fourteen; the per cent of attendance, ninety-four. Twenty-seven members of the first class received the graduating diploma at the close of the year, and the Franklin medal was awarded to eight young gentlemen who had distinguished themselves for good deportment and superior scholarship. Of the graduating class, twenty-one entered Harvard, two Brown, two Amherst, one Wesleyan University, one Institute of Technology, one St. Mary's, one Private School, one Medical School, and four went to business.

Francis A. Harris and William C. Simmons, submasters, resigned their positions at the close of the school year, 1869–70.

The Committee on High School Education for boys, after a careful and prolonged consideration of the course of studies suitable for an institution sustaining the reputation accorded to the Latin School, have matured a programme which it is expected will meet with the general approval of the School Board, and be adopted at the beginning of the next school

year. The changes contemplated are numerous, and embrace a much wider range of study than has heretofore been attempted by any classical school in this country. As extensive and varied, however, as is the course to be recommended, it is not superior or even equal to the curriculum of study adopted in schools of a similar class in England and upon the Continent.

The course of study, if adopted, will necessitate a preparation materially in advance of what has been heretofore required; and it is presumed that many who may apply for admission, will not be able to go on with the work as laid down in the new programme. It will be for the committee to determine how far to require such to come up to the standard marked out for the sixth class, or what disposition to make of them. Time and patience will be necessary, especially on the part of the teachers, to bring about changes so radical; and, perhaps, but little more than a beginning in the direction indicated, will be attempted the coming year. As the requirements for admission become known, we may look for a class of boys more mature and better fitted than have been the majority of pupils who have entered this school in past years.

The course of study suggested will require the addition of several new teachers to the already efficient corps of instructors. The whole matter is somewhat a question of experiment. Whether the boys of this city have the physical stamina requisite for the attainment of high scholarship, and whether

they will be willing to apply themselves to the hard work necessary for the successful prosecution of the plan of study proposed, and thus keep the institution where it has always been, foremost among the classical schools of this country, and on a par with European schools of a corresponding grade, are questions the future will determine. In the mean time, the Committee on High School Education for Boys, to whom the matter of study to be pursued in the High schools of the city has been committed, will receive the aid and assistance of the committee on the Latin school, in putting into execution whatever plan may be finally adopted.

The committee are working for the best good of the boys who may seek in this institution a suitable preparation for a university education; and should the changes proposed secure this result, they will find therein an ample recompense for the time and labor, by no means inconsiderable, which they are giving to this much respected and honored seat of learning.

HENRY S. WASHBURN,

Chairman Latin School Committee

CATALOGUE OF THE TEACHERS AND PUPILS OF THE LATIN SCHOOL, SEPTEMBER, 1870.

HEAD-MASTER.

FRANCIS GARDNER.

MASTERS.

AUGUSTINE M. GAY,
MOSES MERRILL,
JOSIAH G. DEARBORN,
A. H. BUCK,
JOHN S. WHITE, Jr.
CHARLES J. CAPEN,
WILLIAM T. REID.

SUB-MASTERS.

JOSEPH W. CHADWICK,
WILLARD T. PERRIN.

SPECIAL MASTERS.

GEORGE W. MINNS,
GEORGE W. PIERCE.

INSTRUCTOR IN FRENCH.

PROSPÈRE MORAND.

INSTRUCTOR IN DRAWING.

CHARLES A. BARRY.

INSTRUCTOR IN MILITARY DRILL.

LIEUT-COL. HOBART MOORE.

PUPILS.

FIRST CLASS.

Abbot, Samuel Leonard
Barnard, Howell
Broughton, Henry White
Bush, Deblois
Campbell, William Taylor
Campbell, Frank
Clark, Charles Lowell
Clark, Lester Williams
Comee, Frederick Robbins
Dam, Ashton Leslie
Dana, James
Delaney, Michael Francis
Dumaresq, Frank
Ellis, Arthur Blake
Faucon, Gorham Palfrey
Kendall, Arthur Sherwood
Kidner, Reuben
Lane, John Chapin
Lord, Charles Chandler
Milton, Henry Slade
Monks, George Howard
Norcross, Grenville Howland
Parker, Samuel Hale
Prince, Morton Henry
Smith, Hamilton Irving
Warren, Henry L. J.

SECOND CLASS.

Bacon, Daniel Carpenter
Baxter, Joseph Nickerson

Bicknell, Edward
Blaikie, Josiah Alfred
Botume, John Franklin
Carter, John Henry
Corcoran, Lawrence Michael
Cunningham, Stanley
Dodd, John
Drew, Frank Haynes
Eldridge, George Homans
Farnsworth, William
Gardiner, Edward Gardiner
Giles, George Lindall
Giles, Jabez Edward
Hinkley, Holmes
Hooper, Horace Nathaniel
Jackson, Oscar Roland
Jaques, Henry Percy
Leland, Willis Daniels
Meins, Walter Robertson
Pray, John Wheelock
Thompson, Newell Aldrich
Troy, James Bernard
Washburn, Marshall Prince.

THIRD CLASS.

Bell, William McPherson
Bigelow, James Edward
Brett, John Quincy Adams
Campbell, Newell Rogers
Cheney, James Loring
Currier, Charles Gilman
Cushing, Hayward Warren
Cutler, Frederick Waldo
Cutler, Walter Marshall
Cutter, Edward Jones
Dolbeare, Albert Henry
Dorr, Benjamin Humphrey
Fulton, Frank Edward
Grover, Preston Herbert
Hartnett, John Francis
Jacobs, George Edward
Litchfield, William Harvey
Morse, Edward Leland
Nightingale, Willard Elio
Parker, Arthur Taylor
Pierce, Matthew Vassar
Pierce, Quincy
Russell, Walter Herbert
Sanford, Alpheus
Sherman, Addison Monroe
Sherman, Thomas Foster
Stetson, Joshua
Stevens, Oliver Crocker
West, Edward Graeff
Whitcomb, Charles Wilbur
Williams, Frank Herbert
Wright, Frank Vernon
Young, Reginald Heber.

FOURTH CLASS.

Allen, Willis Boyd
Andrews, Willie Edward
Beaty, George Warren
Burbank, William Henry
Crowley, James Linus
Dana, Francis
Davis, Frederick Sumner
Dorcey, James Edward
Eaton, Harold Bayard
Gay, Frederick Lewis
Gibson, Charles Swasey
Grant, Patrick
Homans, John
Hooper, Arthur
Jaques, Herbert
Jones, Edward Arthur
Lodge, Richard Walley
Lovejoy, John Francis
Lyman, Gerry Austin
McMichael, Willis Brooks
Meinrath, Joseph
Miller, Charles Edward
Mitchell, John Singleton
Montague, Frazar Livingston
Montague, Henry Watmough
Murray, Theodore Randolph
Nickerson, Frederic Obed
O'Dowd, John
Pierce, Ebenezer Nelson
Power, David Ewin
Reed, James Munroe

Ross, George Whiting
Russell, Thomas
Simmons, Thornton Howard
Sparrell, Rufus Edwin
Stackpole, Edward
Tappan, Herbert
Thayer, Frank Bartlett
Tower, David Bates
Wheeler, Henry
Wilson, William Henry.

FIFTH CLASS.

Archibald, Blowers
Bowen, John Templeton
Bush, Arthur Phillips
Chandler, Frederick Emerson
Churchill, John M. Brewer
Coolidge, William Williamson
Crosby, Edward Harry
Dewey, Arthur Waldo
Dillenback, Hiram Irving
Dunham, Harry
Everett, Edward
Fenno, Lawrence Carteret
Gorman, John William
Hayden, Edward Everett
Hayden, Rollin Thorne
Jordan, Eben Dyer
Lindsay, William
Mitchell, James William
Newton, Edward Wood
Pasco, Lewis Albert
Payson, William Hawes
Roche, Patrick Joseph
Shaw, Allerton
Slade, Dennison Rogers
Smith, Donald Kennedy
Smith, Herbert Roberts
Somerby, Samuel Ellsworth
Stearns, Edwin
Talbot, George Park
White, Frank Davis.

SIXTH CLASS.

Section A.

Andrews, Clement Walker
Clark, Arthur Jameson
Cummings, Thomas Harrison
Davy, Charles Lewis
Hayes, Arthur Clarence
Hunt, Edward Browne
Miller, George Stow
Morris, John Gavin
Nash, George Miner
Page, Henry Deeley
Tebbets, John Sever
Wade, Robert Stowe.

Section B.

Alger, Philip Rounseville
Allan, Arthur Gerrish
Anthes, August
Barstow, Henry Taylor
Bennett, William Dennis
Bicknell, Wm. Harry Warren
Brigham, Arthur Austin
Brooks, Edward
Bush, Harry Sturgis
Bush, William Caine
Bush, Walter Murray
Butterworth, Frank Albert
Churchill, Charles Benjamin
Clark, Louis Munroe
Comer, Charles Evelyn
Danielson, Emil Augustus
Dix, Frank Milo
Drew, John Francis
Estle, William Loyd
Fagin, David Leonard
Fagin, James Henry
Farwell, Parris Thaxter
Fenno, Norman Fracker
French, George Edgar
Frost, Charles Ballou
Frost, Edwin Thomas
George, Alvin
Gould, Junius Benton
Hastings, Henry Marchant
Hawes, Edward Southworth
Holbrook, Olin Adams
Holder, Frederic Blake

Johnson, James William
Kibbey, John Drew
Kibbey, William Beckford
Lane, Charles Stoddard
Loring, Prescott
Lowther, George William
McLaughlin, John Peter
Means, Charles Johnson
Morse, Warren
Pfaff, Charles
Reid, George M.
Reynolds, John
Richardson, John
Richardson, Josiah Browne
Roche, John
Rogers, John Thomas
Ruffin, Hubert
Salom, Edgar Louis
Sanders, Orren Burnham
Savage, Henry
Sawyer, Herbert
Sawyer, Jacob J. A.
Shea, John Joseph
Slade, Henry Bromfield
Smith, Hamilton Sutton
Smith, Walter Allen
Sonrel, Louis Agassiz
Spalding, George Frederic
Stetson, Clarence
Stevens, William Stanford
Strong, George A.
Thayer, Henry James
Tilton, Joseph Brown
Towle, Charles Frank
Tracy, William James
Trouvelot, George Hipyte
Warren, Charles Everett
Warren, Eugene Montressor
Wells, Charles Luke
Whitney, Willie Lincoln
Whitridge, Roland Barker
Wilbur, John Fremont
Wilde, Edward Cabot
Wilde, George Cobb
Wyman, Charles Albert
Wyman, James Tyler.

SUMMARY.

First Class . . .	26
Second Class . . .	25
Third Class . . .	33
Fourth Class . . .	41
Fifth Class	30
Sixth Class . . .	89
Total	244

ENGLISH HIGH SCHOOL.

The Committee on the English High School, in submitting their annual report, have much satisfaction in saying that the school is and has been throughout the school year 1869–70, in good condition, and has suffered less from the introduction of a new Head-Master, and one or two new teachers, than might have been expected.

Mr. C. M. Cumston, acting Head-Master at the opening of the school in September, 1869, and elected to that office in November following, brought to the execution of that trust the experience of a long connection with the school as sub-master, great energy and force of character, a large executive ability, a hearty interest in the school, and a determined purpose that no efforts should be wanting on his part, not only to sustain its reputation, but to increase and enlarge its usefulness; and he has been carrying out this purpose with earnestness and fidelity, well seconded in all his efforts by an equal earnestness, fidelity, and a hearty co-operation on the part of all the other teachers.

The school is maintaining, therefore, the high standing and character it had reached under the late Mr. Thomas Sherwin, while some changes have been introduced in the course of study and instruction,

which give it greater breadth, and make it more interesting and useful to the pupils.

One of these is thorough and systematic instruction in English Language and Literature, begun when the pupil enters the school, and continued through the three years of his attendance. Some oral, desultory, and incidental instruction in this department has generally been given, particularly in the last year, to the first class; but as there was no system adopted and no special time assigned, the amount of instruction varied, was always inadequate, and was often entirely crowded out. Instruction in this department has now been systematized, with a text-book and a regular course of studies and lectures for each year; and the result thus far has been very favorable. The pupils are much interested in this study; it seems to refresh, invigorate, and enlarge their minds, so that in Algebra, Geometry, and the higher mathematical and scientific portions of the course, they have not fallen behind the attainments of former years, notwithstanding the time taken for English Literature. The same may be said in regard to another department, Physical Geography. The instruction given under this title has been enlarged and systematized, and the general elements or principles of Botany, Mineralogy, and Geology successfully taught.

The good effect of these and other changes is seen in the increased interest of the pupils, and their continued attendance through the three years' course. The school has suffered far less than usual the past year from pupils leaving or withdrawing

from the school, and the average attendance has been greater. For several years the number leaving the school without completing the course has been gradually diminishing.

In 1865–66 it was	. . .	29 per cent.
1866–67 "	. . .	26 "
1867–68 "	. . .	25 "
1868–69 "	. . .	24½ "
1869–70 "	. . .	20 "

But three boys have left from the first class during the year, and those from the second division; from the first division not a boy has left; and this, it is believed, is an unprecedented fact in the history of the school.

The number attending the school the past year was three hundred and sixty-one, of whom sixty-one, the whole of the first class, after a thorough examination, received diplomas and graduated at the annual exhibition in July last. To fourteen of these, Franklin medals were awarded, — the award being determined not simply by the result of the annual examination, conducted by the Committee, but by this result in conjunction with the marks or credits given by the teacher during the year. The award is believed to have been in harmony with the judgment passed by the pupils themselves on their relative rank.

The exercises at the annual exhibition were interesting and satisfactory, enlivened, for the first time in the history of the school, by music, to which some attention has been given under the direction of Mr.

Brown, one of the sub-masters. The Committee propose hereafter to have regular instruction in music, under the auspices of the Committee on Music, by some one of the music teachers whom they may designate.

At the examinations for admission to the schools held in July and September, two hundred and eighty were admitted. The examination is conducted in writing, and any candidate having seventy per cent correct in his answers is admitted unconditionally; any falling below that are admitted with conditions or upon trial. Of the two hundred and eighty applicants

200	received	over . . .	70	per cent.
47	"	between .	60 and 70	"
20	"	" .	50 and 60	"
7	"	under . . .	50	"
and of these seven, 3		received over .	49	"

Of the two hundred and eighty admitted, two hundred and forty-five joined the school; which, with sixty-seven remaining in the first class and one hundred and forty-three in the second, makes the whole number four hundred and fifty-five, and will authorize and require under the rules, the appointment of two or three additional sub-masters. These being selected, with its large increase of numbers, the prospects of the school for the ensuing year are in every way encouraging. The English High School is not perfect, but it is a good school, hopeful and progressive in its condition. It has a corps of teachers interested, faithful, competent, efficient, each doing well in his department, having the confidence and

affectionate respect of those under his especial charge, and showing himself to be the controlling power and inspiration of his room. It has a large body of pupils, all of whom, with very insignificant exceptions considering their number, are doing well, having a good measure of enthusiasm in their studies, a cheerful, hearty interest in their own improvement, and an *esprit de corps*, that aids, or rather renders easy, the discipline of the school, and tends to keep up a high standard of character and conduct among them. The whole is supervised with wisdom, energy, and practical ability by the Head-Master, whose influence is felt in every department of the school. It is doing a good work, and meeting the wants and wishes of the community. Its great requisite now is a suitable, convenient, and appropriate school edifice. The old building in Bedford street accommodates only about half the school, and the other half is in the old Mason street school-house. This division destroys the unity of the school, is inconvenient, and in various ways operates injuriously upon teachers and pupils. This matter has already received the serious attention of the Committee on School-houses, and it is earnestly to be hoped, that under the auspices of that committee, measures may speedily be aken to provide the English High School with a new school edifice adapted to its character and necessities.

Respectfully submitted.

S. K. LOTHROP,

Chairman.

October, 1870.

CATALOGUE OF THE TEACHERS AND PUPILS OF THE ENGLISH HIGH SCHOOL, SEPTEMBER, 1870.

HEAD-MASTER.

CHARLES M. CUMSTON.

MASTERS.

LUTHER W. ANDERSON.
MOSES WOOLSON.
GEORGE H. HOWISON.

SUB-MASTERS.

ROBERT EDWARD BABSON.
ALBERT HALE.
LOUIS HALL GRANDGENT.
NATHAN ELLIOT WILLIS.
CHAS. BRADFORD TRAVIS.
JOHN P. BROWN.
CHAS. JAIRUS LINCOLN.
ALONZO G. WHITMAN.
CHAS. HENRY CUMSTON.
JOHN OSCAR NORRIS.

TEACHER OF FRENCH.

NICOLAS FRANCOIS DRACOPOLIS.

TEACHER OF DRAWING.

HENRY HITCHINGS.

TEACHER OF MILITARY DRILL.

COL. HOBART MOORE.

PUPILS.

FIRST CLASS.

Allen, William Earl, jr.
Arbecam, Burtis Lacey
Armstrong, Frank Harper
Baxter, Warren White
Bennett, George William
Blanchard, Arthur Elbert
Brennan, Michael Francis
Briggs, William Clarence
Brigham, Hubbard
Brooks, Charles Howard
Burley, Orlando Harriss
Cardell, Frank Delgardo
Dailey, James Austin
Demond, George Albert
Dennie, Tracy
Denny, Charles Thomas
Dexter, Parkman
Donovan, John Edward
Dorr, Edgar Sutton
Dupee, Horace Gardner
Eaton, David H.
Eaton, William Storer, jr.
Ellis, Charles Adams
Emerson, Nathaniel Waldo
Fishel, Isaac Samuel
French, Frank K.
Goodale, Thomas Trefethen
Goodale, Charles Warren
Goodwin, Isaac Henry

Gorman, William Henry
Hay, Clarence Ellery
Jantzen, James William
Livingstone, Charles Henry
Lord, Charles Viets
Middleby, John Henry
Mozart, William Jacob
Nay, Winslow Parcher
Nightingale, Frank Herbert
Norton, Frank Sylvester
Peirce, George Webster
Pierce, John Edwin
Pierce, Wallace L.
Pinkham, Ellis Guild
Poole, Chas. Harrison Stedman
Powers, James Frederic
Prescott, Frank Webster
Quimby, Ralph Allen
Read, Harry Eugene
Rogers, Frank Butler
Ross, Arthur Jeremiah
Roundy, William Albert
Sanborn, Frank Albion
Shackford, George Alonzo
Smith, Joseph Henry
Smith, William Frederic
Sparhawk, Clement Willis
Stebbins, George Francis
Stevens, Harry
Stumcke, Charles Edward
Sturgis, Robert Shaw
Tower, Augustus Clifford
Towle, John Francis
Tyler, Charles Henry
Wallis, George Francis
Welch, Robert Francis
Whorf, Warren Leonard
Willard, William Parker
Wright, Walter.

SECOND CLASS.

Arnold, Charles Henry
Austin, Thomas Henry
Austin, William Downes
Bailey, George Cook
Baker, Jesse Young
Bellamy, Benjamin
Bicknell, Frank Martin
Bowman, Benjamin
Boyden, Samuel Swett
Boyle, Patrick Francis
Brackett, Frederick Harrison
Brewster, Henry Milton
Brigham, Oliver S. Chapman
Brown, Charles Dutton
Brown, George Henry
Brown, John A.
Bunton, George Augustus
Burnett, Henry Addison
Buss, Edward Augustus
Cahill, William Henry
Callaghan, Edward Joseph
Carr, John Francis Henry
Carter, George Nelson
Chapman, Herbert B.
Chick, Albert Brackett
Cleaveland, Frank Deming
Cleaves, James Henry
Cobb, Webster
Colby, Joseph Otis
Conley, William Henry
Conroy, Thomas James
Cook, Edgar Alfonzo
Copeland, Gardner
Coughlin, Charles Henry
Covill, William James
Crockett, Frank Prentice
Crooker, Ralph, 3d
Currier, George Warren
Deland, Lorin Fuller
Doherty, Cornelius Frederick
Donahoe, Charles William
Driscoll, John E.
Esbach, Harry William
Fenderson, Lory Bacon
Fernald, Frank E.
Fiske, William jr.
Fogg, Herbert F.
Fowle, George Edwin
French, Abram D.
French, William Sydney
Gassett, Walter

Goodwin, James Henry
Harding, David Baker
Harrington, Peter James
Hayford, George Warren
Hendrie, Charles J.
Herlihy, Cornelius Francis
Herrick, Edwin Hayden
Hickey, Eugene Daniel
Hickey, Patrick William
Hill, Joseph Mansfield
Holland, John Bernard
Hourihan, Timothy Joseph
Hovey, Edward Clarence
Hunt, Ellery Wellington
Jackson, George Edward
James, Edwin Irving
Jarvis, John Bradbury
Jenny, Walter
Kean, William Lawrence
Kelley, Stephen James
Kellock, James Bryden
Laforme, Joseph Louis
Lavery, George Louis
Lavery, John Joseph
Leighton, Frank H.
Leland, Joseph Daniels, jr.
Levi, George Spitz
Lewis, Harry Ashmeade
Lothrop, Edward Newton
Lynch, James Frank
Maguire, Thomas Ambrose
Marshall, Herbert W.
Marten, Hubbard Davis
McAlevy, Sylvester Ambrose
McDonald, Frank Herbert
McLean, Frederic Emerson
McPherson, Charles Jacob
Middleby, Joseph
Mills, Isaac Bonney, jr.
Monks, Thomas William
Murphy, Edward Patrick
Murphy, Edward Peter
Neilson, James Cunningham
Nichols, Walter Franklin
Noll, William
Nowlan, William E.
Parks, Fred. Thomas
Patten, Henry Griswold
Perry, Thomas Bradford
Pigott, Thomas Edmond
Pitman, Charles Augustus
Priest, Walter Ashley
Ramsay, Charles Hallett
Rich, Frank Allen
Richardson, Thomas Franklin
Ricker, George Fabyan
Riley, Thomas C.
Robinson, Edward G.
Russ, Frank Eaton
Sampson, Charles Edward
Sampson, Edward Nason
Schlimper, Chas. Fred. Wm.
Schwarz, Theodore Edward
Scollard, John Joseph
Shepherd, Joseph H.
Slattery, Lawrence William
Smith, Morill Aspinwall
Spear, Samuel Judson
Stevens, Henry Clifford
Stevenson, Frank Lindsey
Stinson, Wilber Henshaw
Stone, Clarence Eastman
Sussman, Julius Herman
Thaxter, Henry Dexter
Thayer, Charles Eddy
Thomas, John Louis
Thurston, Caleb Adams
Townsend, Walter Davis
Underwood, Charles James, jr.
Underwood, George Frank
Van Nostrand, Alonzo Gifford
Varney, George Washington
Vinton, Charles Henry
Ward, Charles Henry Appleton
Wardner, Torrey Everett
Watson, C. Herbert
Weir, Frederic Louis
West, Walter Edwin
White, Charles Huntington
Williams, Ward
Witherell, Frank Davis
Woodman, Arthur Lee

Wright, Walstein Fuller
Zerrahn, Carl Gustave.

THIRD CLASS.

Abell, Edmund
Adams, Charles Jesse
Adams, George Lincoln
Alger, Arthur Martineau
Allen, Louis Albert
Almy, Henry Niles
Anderson, Luther Stetson
Andrews, William Turel
Armstrong, George Ernest
Babcock, John Brazer, jr.
Babcock, Wilber Chester
Baker, Charles Morrill
Baldwin, Harry Heath
Barker, Samuel Knox
Barron, Clarence Walker
Barry, Thomas Jackson
Bartlett, Charles Gassett
Bartley, Wm. Henry
Beeching, Geo. Washington
Beeching, William Henry
Bencker, William Peter
Bendix, Louis
Berry, Rufus Lecompte
Blanchard, Charles Hazen
Bodwell, Charles Thomas
Bonn, Evelyn Louis Marcus
Bradford, William Burroughs
Brewer, Frank Crocker
Briggs, Merriam Parker
Brown, Charles Rogers
Brown, Frederic W.
Brown, George Frank
Brown, Samuel Edward
Bryant, Cushing Mitchell
Burns, John Franklin
Burrows, Charles Warren
Cahill, Edward
Calkins, Charles Wesley, jr.
Calkins, Frederic Walter
Carew, Joseph Francis
Carter, Clarence Howard
Casco, William Henry Appleton
Cass, Louis Baxter
Caton, William Jordan
Church, Clifton
Clapp, John Bouvé
Clark, John Henry
Clark, Oliver Tremain
Cobb, Albert Winslow
Cochran, Maurice Greene
Coleman, James Clarence
Conant, Edgar Augustus
Connery, John Francis
Copeland, Charles Gilman
Cowing, Frank William
Cushing, Livingstone
Daley, Charles Dennis
Daly, James Washington H.
Davis, Edward Herbert
Dean, Walter Lofthouse
Dobinson, William Joseph
Dodd, Arthur Hooper
Dolbeare, Charles Mitchell
Dorgan, William Joseph
Drew, Charles Fuller
Dunbar, Willis Hayden
Duncan, Charles Isaac
Edwards, Charles Robbins
Eldridge, Foxhall Parker
Emerson, Frederick Winslow
Emerson, Henry Lawrence
Emery, James William
English, William Townsend
Esterbrook, Charles Eugene
Everett, Charles
Farrar, Granville Robinson
Farwell, Herbert Gleason
Faxon, Edward Pope
Fenno, Henry
Fishel, Jacob Louis
Fitzgerald, Charles Albert
Flynn, George Wm. Franklin
Flynn, William Patrick
French, Wilfred August
Frenzel, Arthur
Gage, Frederic Sargent
Gallagher, George Henry
German, James Albert

Gilson, Alfred Henry
Gleason, Frederic Amerson
Glover, Lyman Stayner
Goodale, Henry Delano
Gookin, Harry Monroe
Gorman, Charles Frederic
Gourley, John, jr.
Gowen, Caleb Emery
Graves, Edward Milton
Gray, Allen Frank
Greene, Frank Eugene
Griffin, Daniel John
Hadfield, James
Haines, Charles Albert
Hall, William Herbert
Hallet, Benjamin Franklin, jr.
Hamblen, Arthur Wellington
Hawes, Edward Hall
Hearn, Joseph Francis
Hebard, Frederic Condon
Hewes, Joseph Richard
Hilliard, Richard Walter
Higgins, John T.
Hodges, Frank Appleton
Hoffert, Joseph Jacob
Holbrook, William Francis
Honey, Edwin Alonzo
Hosley, Frank Sylvester
Hunneman, George Hewes
Hunting, George Stanley
Hurst, John Archinson
James, Frank Everett
Jordan, George Edwin
Joyce, Michael William
Keach, Charles Henry
Keenan, Thomas Henry
Keith, George Warren
Kelly, Henry F.
Kelly, Thomas Francis
King, Charles
Kirmes, Victor Christopher
Knight, Levi Hamlin
Knights, Francis Hiram
Langell, Everard Irwin
Lavender, John Adams
Leach, George Stutson
Levi, Louis
Lewis, William Albert
Lincoln, David Pratt
Lincoln, Frederic Walker
Loring, Harry Parkman
Lovis, Andrew Morgan
Lynch, John Bernard
Lynch, Patrick Joseph
Manson, Frederick Tower
Marshall, Melville Tilden
Mather, William Herbert
McAloon, Antoine Andrew
McCool, Robert John
McDermott, Thomas Henry
McDonald, Frederic Alexander
McGail, James
McGill James Francis
McGrath, John Henry
McKenna, Frank Charles
McKenny, Charles Francis
McLaughlin, Francis Patrick
McManus, Thomas Francis Jos.
McNeil, John Balkam
Menard, John Alvine
Miller, Robert James
Milton, Albert Gookin
Morey, Warren Woodbury
Moriarty, Edward Joseph
Morris, John Joseph
Morris, John Mason
Mulchinock, John Dennis
Murphy, John Charles
Neill, William Henry
Neilon, William Thomas
Noble, Frank Charlton
O'Gorman, James F.
O'Reilly, Bernard Joseph
O'Reilly, John James
Palmer, Benjamin Sanborn
Parks, George Richmond
Parsons, Edward Jenness
Patterson, John Richard
Peabody, Charles Everett
Perkins, Seth, jr.
Phillips, Joseph Alfred
Pierce, Eugene David

Pierce, Lubin Elma
Porter, Asa Herbert
Porter, Lewis Bates
Porter, John Allison
Pratt, Fred. William
Pratt Thomas L.
Prentiss, Frederic Herbert
Preston, Thomas Webb
Priest, William Francis
Prince, George Thomas
Raymond, Franklin Freeborn
Read, Arthur Harold
Reddy, Robert Franklin
Richardson, Charles Edward
Ripley, Edward Franklin
Robbins, Eugene Thomas
Robinson, Arthur Burton
Roskell, George James
Roulston, Thomas William
Safford, George Howard
Sargent, Charles William
Sargent, Richard Turner
Saunders, Frank Dexter
Scannell, Ambrose
Sears, Albert Russell
Seccomb, Eben Dennis
Shattuck, Sidney Doane
Shaw, Walter H.
Shea, Daniel Joseph
Simonds, Frank Phinney
Smith, George Henry
Spicer, Vibe Clay
Stephenson, Walter Bryant
Somes, Charles Frank
Stewart, Charles Edward
Stinson, Theodore Fiske
Stutson, Thomas Edwin
Sullivan, Eugene Francis
Sullivan, Louis Henry
Sullivan, Michael John
Summerfield, Edward
Sutherland, Arthur Charles
Talbot, Edward Lowell
Tavener, Clarence Augustus
Taylor, George Albert
Tufts, Harry Payne
Turner, Frederic William, jr.
Twomey, Dennis J.
Underwood, Arthur Roswell
Upham, Harry Thomas
Vose, Edward Webster
Wadley, George Frederic
Walsh, Walter Joseph
Warner, Albert Eri
Warner, Frank Upton
Watson, John Henry
Webb, Henry Edgecombe
Webster, Edward Sheldon
Whalen, Stephen Francis
Whealen, Thomas Francis
Wheeler, Albert James
Wheeler, Frederic Loring
Whitmarsh, Charles Alfred
Wilkes, Everett Dyer
Willard, Charles Sumner
Willis, Charles Orsmer
Witherell, Julian Franklin
Woodward, Charles Chase
Wyman, Horace Albert
Young, Charles Harvey.

SUMMARY.

First Class . . .	68
Second Class . . .	145
Third Class . . .	250
Total . . .	463

GIRLS' HIGH AND NORMAL SCHOOL.

THE Committee on the Girls' High and Normal School respectfully present their Annual Report.

The whole number of teachers in the two departments during the year ending August 31st, 1870, was twenty-six. The increase in the number of pupils in September, 1869, entitled the school to three additional assistants, and Miss Lucy O. Fessenden, Miss Julia A. Jellison, and Miss Adeline S. Tufts were appointed. The head-master, head-assistant, thirteen assistants, and the teachers of French, German, drawing and music, have been employed in the Mason-street building. The training class has been under the charge of Miss Stickney, and her assistant, Miss Stetson. The primary schools have been taught by their regular teachers and by the pupils in the normal department. Professor Monroe has continued his valuable lessons in vocal and physical culture, and Professor Mason is the instructor in vocal music in the primary schools. The number of different scholars registered was four hundred and ninety-two; one hundred and seventy-four of whom were received from the public grammar schools of this city. Two hundred and nineteen have been discharged. The largest number present at any one time was four hundred and fifty-nine; the largest

average attendance for any one month was four hundred and fifty-nine, in September; and the average attendance for the year, four hundred and thirty-one. Sixty-one young ladies received diplomas of graduation. Their names are given in the appendix.

The year that has just closed terminates the connection of the school with the old buildings in Mason street, which are associated in the minds of the graduates with many happy hours. In 1852, when this institution was founded, the second and third floors of the old Adams school-house, since known as the North building, accommodated its hundred pupils. In 1857 one hundred and four candidates were examined, and ninety-one admitted, and there were one hundred and seventy-four pupils under the charge of ten instructors, — the master, head-assistant, five assistants, and teachers of drawing, French, and vocal music. The removal of the Public Library in that year from the lower floor, gave the additional room required by the growth of the school. The number of pupils increased to two hundred and sixty-seven in 1859, and to two hundred and ninety-five in 1860. In 1861 the adjacent building, once known as the Medical College, and afterwards occupied by the Society of Natural History, was bought by the city, adapted by judicious alterations to the use of the school, and connected by a corridor with the north building. The increase of the school in the next three years demanded additional accommodations; while the erection of lofty buildings for business purposes in the immediate neighborhood

made it desirable to remove to a more quiet, open, and airy situation. The hall was found to be dark, and too near a noisy street to be suitable for musical exercises. Many of the rooms were poorly ventilated, and the furnaces were in a bad condition. In 1865 this committee recommended to the Board that an application be made to the city council for a new building. A lot of land belonging to the city, on the corner of Berkeley and Newbury streets, was selected as, in every respect, better adapted to the purposes of this school than any other examined, and an order was passed, asking for a school-house on that site. The selection received the approbation of the Committee on Public Instruction, and Mr. George Ropes, Jr., was employed to draw the plans. After considerable delay, it was finally determined by the city council to sell the land on Berkeley and Newbury streets, and to place the new edifice on a much larger lot extending from Newton street to Pembroke street between Tremont street and Shawmut avenue. On this open, sunshiny, and ample space, a building has been erected, surpassing in size, convenience, completeness, and elegance, all other public schools in this country. This noble structure is not entirely finished, and will not be ready for a public dedication before the spring of 1871; but the school-rooms have been prepared for the use of the classes, and the scholars assembled in them for the first time, on the third day of October, 1870.

In reviewing the past eighteen years, during which the school has steadily increased in numbers, it is

natural to inquire whether it has realized the expectations of its founders and friends. It has accomplished great results, but not precisely those that were anticipated. It went into operation as a *Normal School* "for the purpose of preparing the daughters of the citizens of Boston to become better teachers for our schools than could then, as a general thing, be found to fill the vacancies which were frequently occurring." Its purpose was, by an enlarged and liberal culture, to promote the harmonious development of all the mental powers as the best preparation for teaching. There was a model school of boys of the third and fourth classes of the Grammar Schools kept in the building, where there was an opportunity of acquiring "practical experience in the application of correct principles of instruction and discipline, under the direction of skilful teachers." The failure of an effort to establish a high school for girls in 1853, led to the enlargement of the course of study, the extension of the term from two to three years, and the adoption of the present name. While the primary design has never been changed, pupils have been carried through those branches of learning which are usually taught in schools of the highest grade, and less attention has been given to immediate preparation for the life of a teacher. The advancement of learning, the rapid development of new sciences, and the demands of a progressive age, have called for repeated extensions of the programme and the introduction of new text-books. An attempt has been made to combine two dissimilar, and, in

some respects, incongruous elements, and so strongly was it felt by the committee that the institution was becoming, almost exclusively, a *high* school, that in 1864 an order was passed by the Board, requiring those Seniors who intend to become teachers, to pass four weeks in visiting, observing, and assisting in the public schools. At the same time a Training Department was established, to prepare a limited number of young ladies to teach in the primary schools. This branch of the school continues in successful operation; but its effect has been to make the Mason-street school more exclusively than before a *high school for girls.* Whether the two departments should be entirely separated is a grave and important question, requiring careful and deliberate consideration.

The work of the past year has been performed under many disadvantages, in over-crowded rooms, ill-ventilated and poorly lighted, on a very noisy street; but these difficulties have been bravely overcome by the earnest efforts and persevering energy of the faithful and accomplished teachers, aided by the diligent industry of the pupils. Instead of attempting to describe what has been accomplished, we present the questions used in the examination of the Seniors for diplomas and of the Middle Class for promotion.

SENIOR CLASS.

EXAMINATION IN TRIGONOMETRY.

I. Illustrate by a figure the different functions of the arc.

II. What is a logarithmic sine?

III. Demonstrate Theorem I. (In any plane triangle, the sides are proportional to the sines of the opposite angles.)

IV. Given two sides of a triangle 180.25 and 155.32 feet respectively, and the angle opposite the latter 24° 15′, required the remaining angles.

V. Given two lines from the same point to the two extremities of a lake, one hundred and fifty-three and one hundred and thirty-seven yards respectively, and the angle included by them 40° 33′ 12″; required the length of the lake.

PHILOSOPHY EXAMINATION.

I. Name the essential properties of matter. Define inertia and density.

II. A body weighs four pounds at the surface of the earth; in what two positions would it weigh one pound?

III. State the three laws of motion.

IV. In falling bodies, give the formula for velocity acquired, for space, and the principal laws.

V. Describe the method of finding the specific gravity of a solid heavier than water.

VI. Explain Torricelli's barometer.

VII. Explain the air-pump.

VIII. Illustrate the three kinds of levers, and give the law of equilibrium for all machines.

IX. Explain the hydrostatic press.

X. Trace parallel rays through a double convex lens, — and parallel rays thrown upon a concave mirror.

HISTORY EXAMINATION.

I. Name the four conquests of England and the date of the last.

II. Contrast the two archbishops of Canterbury, Becket and Langton; in whose reign did they live, and what important English document is associated with each?

III. What was the origin of the English House of Commons?

IV. When were the two crowns of England and Scotlan

united? When were the two countries constitutionally united? When were Great Britain and Ireland constitutionally united?

V. What is the oldest city in France? By whom was it founded?

VI. What monarch of France established the "bed of justice"? and what was its effect?

VII. In whose reign was the last great feudatory added to the French crown? What wars soon after began?

VIII. Of what monarchs were Sully, Richelieu, Mazarin, and Fleury, prime ministers?

IX. In the reigns of what English and French sovereigns did the "war of the Spanish Succession" take place? When and by what treaty was it closed? and what three important events resulted from it?

X. What was the "Coup d'Etat"?

ASTRONOMY EXAMINATION.

I. State Kepler's Laws.

II. Define Azimuth, Right Ascension, Perihelion, and Apogee.

III. How does a solar differ from a sidereal day?

IV. When is Venus morning star?

V. What is the cause of change of seasons on the earth?

VI. How was the velocity of light first determined?

VII. What occasions the tides?

VIII. What is parallax?

IX. Explain the "Harvest moon."

X. Why is the beginning of a lunar eclipse visible to a whole Hemisphere?

FRENCH EXAMINATION.

I. Combien de vers différents y a-t-il dans la prosodie française?

Qu'est ce qu'un vers masculin? un vers féminin?

Qu'est ce que le mariage des vers?

L'élision quand se fait-elle?

Répondez à toutes ces questions en français.

II. Translate into French:

Say no more, madam, say no more! Refused! and by a mer-

chant's daughter! It will be all over Lyons before sunset. I will go and bury myself in my chateau, study philosophy, and turn woman hater. Refused! they ought to be sent to a mad-house! Ladies, I have the honor to wish you a very good morning.

III. Translate into French:

Yes, Prince, read this letter, just received from my friend at Paris, one of the Directory; they are very suspicious of princes, and your family take part with the Austrians. Knowing that I introduced your highness at Lyons, my friend writes to me to say that you must quit the town immediately, or you will be arrested, thrown into prison, perhaps guillotined.

IV. Translate into English:

Le nouveau monde cesse de paraître et fait aujourd'hui ses adieux à ses lecteurs.

Depuis long temps déjà nous nous imposions de lourds sacrifices. Il est un terme à tout, et nous sommes obligés de renoncer à une publication dont les frais dépassent de beaucoup les produits.

Nous regrettons que les circonstances ne nous aient pas été plus favorable, mais nous avons en nous retirant la conscience d'avoir fait tout ce qui était en notre pouvoir, pour que le nouveau monde fut toujours juste, impartial et attrayant.

Puisqu'il est de mode, au dernier moment, de faire son examen de conscience, nous ne rougissons pas d'avouer que plusieurs personnes nous ont reproché d'avoir accentué la politique du nouveau monde dans un sens trop libéral.

Si ce reproche est fondé, ce n'est pas à nous d'en juger; mais, e fut-il, que nous serions très fier de l'avoir encouru.

LATIN.

I. Translate the following:

Æneid, Lib. IV. 554–570.

Æneas celsa in puppi, jam certus *eundi*,
Carpebat somnos, rebus jam rite paratis,
Huic se forma dei *vultu* redeuntis eodem,
Obtulit in somnis, rursusque ita visa monere est,

Omnia *Mercuris* similis, vocemque coloremque
Et crines flavos et *membra* decora juventa;
Nate *dea*, *potes* hoc sub casu *ducere* somnos,
Nec, quæ te circum stent deinde pericula, cernis,
Demens, nec Zephyros audis spirare secundos?
Illa dolos dirumque nefas in pectore versat.
Certa mori, varisque viarum fluctuat æstu.
Non fugis hinc præceps, dum præcipitare potestas?
Jam *mare* turbari trabibus, sævasque videbis
Collucere faces, jam fervere litora flammis,
Si te his attigerit terris Aurora morantem.
Eja *age*, rumpe moras. Varium et mutabile semper
Femina. Sic fatus nocti se immiscuit atræ.

II. Parse the nouns in italics in the above.

III. What are the principal parts of the verbs indicated in these lines?

IV. Mention some English derivatives from the same.

V. Explain the use of *eundi* (l. 554), and illustrate the difference between a gerund and a gerundive.

VI. Explain the use of the subjunctive in l. 561.

VII. Mention three of the most common constructions by which a purpose is expressed in Latin.

VIII. Scan the following lines:

Æneid, Lib. VI. 893–896.

Sunt geminæ Somni portæ, quarum altera fertur
Cornea, qua veris facilis datur exitus Umbris;
Altera candenti perfecta nitens elephanto,
Sed falsa ad cœlum mittunt insomnia Manes.

IX. Give the Latin of the following:

The descent to Avernus is easy; the gate of Dis stands open night and day; but to retrace one's steps and to return to the upper air — this is the difficulty, this the labor.

X. Give a brief abstract of the Sixth Book of the Æneid.

GERMAN.

I. Translate into English:

Als ich nun über die Trümmer des Hauses und Hofes daher stieg,

Die noch rauchten, und so die Wohnung wüst und zerstört sah,
Kamst du zur andern Seite herauf, und durchsuchtest die Stätte.
Dir war ein Pferd in dem Stalle verschüttet; die glimmenden Balken
Lagen darüber und Schutt, und nichts zu sehn war vom Thiere.
Also standen wir gegen einander, bedenklich und traurig:
Denn die Wand war gefallen, die unsere Höfe geschieden.
Und du fasstest darauf mich bei der Hand an, und sagtest;
Lieschen, wie kommst du hierher? Geh', weg! du verbrennest die Sohlen;
Denn der Schutt ist heisz, er sengt mir die stärkeren Stiefeln.

Hermann und Dorothea II.

II. Give the present indicative of *tragen* in full.

III. Give the first person singular, passive indicative in all tenses of *sehen*.

IV. Give the principal parts of all the strong verbs occurring in the given text.

V. Give the first and last word of every dependent sentence found in the given lines.

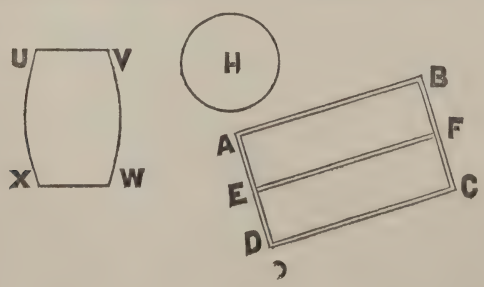
VI. Why do the verbs *kamst*, *war*, and *standen* precede the subjects *du*, *ein Pfeid*, and *wir*?

VII. Translate into German:

The wall fell upon the horse.
See! how the house is burning!
I went through the yard into the stable.
He carries his boots in his hand.

DRAWING EXAMINATION.

A B C D is a plan of a box; E F represents a partition dividing the box into equal parts; J K L N and P R S T are vertical



sections — the former taken parallel to the side D C — and the latter parallel to the side D A. The circle H, is a plan of a barrel,

and U V W X, a vertical section of it. Suppose the observer at O, and the eye to be at some little distance above the top of the barrel; draw the box and barrel as they would appear to him.

MIDDLE CLASS.

GEOMETRY EXAMINATION.

I. Define plane, polygon, chord, similar polygons, inscribed polygons.

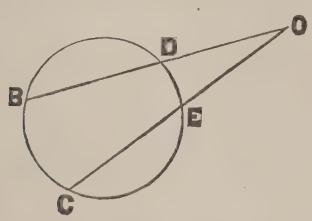
II. On what three hypotheses are triangles equal?

III. Prove that the sum of the angles of a triangle is equal to two right angles.

IV. What does π signify? Give the value of the circumference and area of a circle in terms of π and R.

V. Prove that the angle formed by the intersection of two chords, is measured by half the sum of the included arcs.

VI.

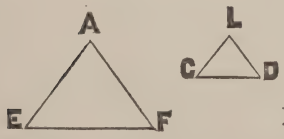


The angle O equals 30°.

The arc B C equals 80°.

Find the value of the arc D E.

VII.

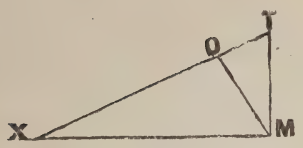


Area of A E F = 49.

Area of L C D = 4. C D = 6. Find value of E F.

VIII. Given R : S = T : X; Prove S — R : R = X — T : T.

IX. Prove that similar triangles are to each other as the squares of their homologous sides.

X. 

M is a right angle; M O T is also a right angle; what proportion can be made.

PHYSIOLOGY EXAMINATION.

I. Of what four principal elements is the body composed?

II. What is the difference between arteries and veins?

III. Beginning with the hand, follow the blood through the entire circulation.

IV. Give the process of digestion.

V. Describe the ear and process of hearing.

VI. Name the principal organs within the trunk of the body, situated above the diaphragm.

VII. Name the bones of the extremities.

VIII. Describe the brain.

IX. Give the names of the permanent teeth, and their structure.

X. Name the parts of the human eye.

ZOÖLOGY EXAMINATION.

I. Name and define the sub-kingdoms of animals.

II. Name the orders of Mammalia having three kinds of teeth; also the toothless Mammals.

III. What are the principal differences of structure between the Bimana and the Quadrumana?

IV. Describe the stomach of the Ruminantia.

V. Give the characteristics of the Rodentia and the Pachydermata.

VI. How is the structure of the Camel adapted to its mode of life?

VII. Describe the Raptores, and mention several individuals of the order.

VIII. By what characteristics are Mammals and Birds classified?

IX. Name two animals belonging to different orders, which are particularly useful to man, and tell how they are so.

X. Classify man, monkey, horse, lion, and pigeon.

ENGLISH LITERATURE EXAMINATION.

I. Give the characteristics of Mrs. Browning's style.

II. Who wrote "Thanatopsis," "Lay of the Last Minstrel," "Snow-bound," "Aurora Leigh," "The Excursion," "The Task," "Cotter's Saturday Night," "The Seasons," "Golden Legend," "Maud"?

III. Give a short sketch of Dr. Johnson's literary labors.

IV. Name an important production of Holmes, Gray, Dr. Johnson, Tennyson, Whittier, Bryant, Scott, Burns, Longfellow, Cowper.

V. Give a sketch of one of Longfellow's poems.

VI. Give a sketch of one of Tennyson's poems.

VII. What was Wordsworth's influence upon English poetry?

VIII. How would you characterize the style of Bryant? Of Whittier? Illustrate each by an example.

IX. Give a short account of Burns as a poet.

X. What can you say of Scott's literary labors?

LATIN.

I. Translate the following: Cæsar's Gallic War, B. v. Cæsar *cognito* consilio eorum, ad flumen Tamesin in fines Cassivellauni exercitum *duxit*, quod flumen uno omnino *loco pedibus* atque hoc ægre transiri *potest*. Eo cum venisset, animum advertit ad alteram fluminis ripam magnas esse *copias* hastium instructas. . . . His rebus cognitis, Cæsar, præmisso equitatu *legiones* subsequi *jussit*. Sed ea *celeritate* atque impetu milites *ierunt*, . . . ut hostes impetum legionum atque equitum sustinere non possent.

II. What instances of the Ablative Absolute occur in the above passage? Explain that construction.

III. What verbs are in the subjunctive mood, and why?

IV. Parse the nouns in italics in the above.

V. What are the principal parts of the verbs in italics?

VI. Give the nominative and genitive singular of *Cæsar*, *flumen*, *exercitum*, *legiones*, *milites*.

VII. Mention some English derivatives from the verbs indicated in the above.

VIII. In what case would the nouns indicated in the following sentences, be in Latin?

The forest extends sixty *miles*.

They use *brass* for money.

I was there last *week*.

He is like his *father*.

We remained there a *year*.

IX. What is the Latin construction for "He says that he has been there"?

X. *Studium belli gerundi*. Explain this construction and substitute another for it.

FRENCH EXAMINATION.

I. Examination in pronunciation.

II. Inflect *vendre* and *faire* in the present indicative and present perfect subjunctive.

III. Translate this and the following sentences into French:

Here are two pictures, which do you prefer?

That one is larger, but I will choose this one.

I rose this morning at half past six.

She will not give them to her.

You are right, it is cold.

Is my garden larger than yours? Yes, sir; and larger than my aunt's.

You have some fine apples; give me some, if you please.

There will be no lessons July 4th, 1870.

IV. Write the plural of animal, nez, bijou; and write the plural feminine, of *jaloux*, *actif*, *éternel*.

V. A translation of lines from the Reader.

GERMAN.

I. Translate into English:

Indessen kamen aus den höher liegenden Dörfern der Nachbarschaft, die nicht durch die Ueberschwemmung gelitten hatten, mehrere Einwohner herbei, brachten den Verunglückten mancherlei Lebensmittel und Kleidungstücke, und erboten sich, sie einstweilen in ihre Wohnungen aufzunehmen. Dies war allen ein

sehr groszer Trost. Auch Martin war darüber sehr erfreut, sagte aber: "Ich werde von dem freundlichen Auerbisten nur für so lange Gebrauch machen, bis wir uns getrocknet und mit den nöthigsten Kleidern verschen haben."

II. Give the present indicative of *sehen* in full.

III. Give the past indicative of *nehmen* in full.

IV. Give the principal parts of all the strong verbs found in the text.

V. State, of each preposition occurring in the text, what case or cases it can govern, and what case it governs here.

VI. Which nouns in the text are feminine, and why?

VII. Translate into German:

Suddenly one of the boys cried out: "Look! there is a cradle floating in the midst of the river!" Another exclaimed: "And see, a dog is swimming behind it and trying to drive it on shore."

DRAWING EXAMINATION.

I. Draw and shade a tumbler filled with water.

(This was drawn from a *copy*.)

II. Draw the outline of a book lying on its cover, placed in front and at the left.

(This was drawn from the *object*.)

Results of Examinations in the Girls' High and Normal School, for promotion and graduation, for the year 1869–70.

SENIOR CLASS.

Study.	Av. per cent of correct answers.	No. examined.
Trigonometry	84+	71
Philosophy	78+	70
History	84+	70
Astronomy	80+	69
Drawing	84+	69
French	81+	67
German } elective	76+	11
Latin } elective	88—	14

MIDDLE CLASS.

Study.	Av. per cent of correct answers.	No. Examined.
English Literature	87+	124
Geometry	93+	120
Physiology	95+	113
French	93+	104
Zoölogy	95	106
Drawing	74	105
Latin } elective	84	28
German } elective	74	19

JUNIOR CLASS.

Chemistry	80—	196
Rhetoric	89—	193
Mineralogy	94+	191
Algebra	81—	178
Drawing	83+	178
Botany	90—	175
Latin } elective		
German } elective		

The attention of the pupils in the Training Department has been given to the theory and practice of teaching in all the subjects, not only of Primary, but also of Grammar School instruction, to object lessons, natural history, and mental philosophy. They have all had opportunities of applying what they have learned to practise in model schools, and have been encouraged to criticise one another's methods in a kindly spirit. These exercises have been conducted under the constant supervision of skilled and experienced teachers.

The Training School also removes at the opening of the new school year to the Newton-street building.

The whole number examined for admission in July and October 1870, is	266
Admitted	264
Joined the school	226

The reason why nearly all the candidates were successful was that the questions were too easy. The Committee are convinced that it is a mistake to lower the standard of requisites for admission, and have determined, hereafter, to require a higher grade of scholarship. They regret to find that so many of the pupils recently received, are under fifteen years of age, believing that it is better to wait until the mind is more nature, and health and physical strength are thoroughly established, before entering upon the course of study in a high school.

The attention of all who feel an interest in the school is directed to the accompanying statistical tables, prepared with great care by the head-assistant. It will be seen that no less than two thousand eight hundred and thirty-nine have been admitted. Of these, six hundred and ninety-three graduated, and six hundred and forty-eight became teachers. The number of appointments of teachers is eight hundred and ninety-seven, many young ladies having received more than one appointment. Sixteen of these were made in our own school, three hundred and ten in the Grammar, and two hundred and thirty-three in the Primary Schools. During the past five years two hundred aud twenty appointments of teachers have been made, in the public schools of this city, of young ladies educated in the Girls' High and Normal School.

The whole number of pupils is, in the

Senior Class	109
Middle "	174
Junior "	240
Training "	44
Total,	567

We enter the new building with nearly six times as many pupils as there were at the opening of the school, in Mason street, eighteen years ago.

The increased number of pupils authorized the appointment of four additional assistants. Three vacancies were created by the resignation of Miss F. A. Poole and Miss Helen M. Avery, and the promotion of Miss Bacon to the position of teacher of Chemistry, and the following young ladies have been chosen assistant teachers: —

Miss Mary M. Melcher,
Miss Alice M. Wellington,
Miss Helen M. Dunbar,
Miss Rebecca R. Joslin,
Miss Emerette O. Patch,
Miss S. Annie Shorey,
Miss Anna B. Thompson.

A complete list of the teachers and scholars accompanies this report.

The Seavey Fund amounts to $2,700. The income is lent to scholars requiring assistance, without interest, but with the promise to return the amount, if circumstances permit, when they obtain schools. Additions to the fund are earnestly re-

quested. It is designed to be a permanent memorial of the late Principal, Mr. W. H. Seavey, who was always liberal in aiding indigent pupils, and who desired and recommended the establishment of a Fund for this benevolent purpose.

Respectfully submitted, for the Committee.

HENRY BURROUGHS,
Chairman.

Boston, October, 1870.

Number admitted to the Girls' High and Normal School, from different schools, in each year, from September, 1852, *to September,* 1870, *inclusive.*

Names of Schools.	1852–3.	1853–4.	1854–5.	1855–6.	1856–7.	1857–8.	1858–9.	1859–60.	1860–1.	1861–2.	1862–3.	1863–4.	1864–5.	1865–6.	1866–7.	1867–8.	1868–9.	1869–70.	1870.	Totals.
Adams	.	.	.	.	.	4	4	8	5	9	4	4	5	3	6	5	5	8	4	74
Bigelow	9	10	7	7	9	4	8	11	4	10	12	7	6	7	5	3	10	8	.	137
Bowditch	.	.	.	.	.	.	.	.	.	4	6	3	4	2	5	4	5	3	8	44
Bowdoin	14	13	14	7	14	12	17	13	10	18	16	10	8	16	16	12	9	17	19	255
Boylston	2	4	.	1	1	.	2	2	2	.	.	.	.	.	.	.	.	.	.	14
Chapman	8	3	4	5	9	4	4	12	7	1	7	8	6	11	5	12	5	11	10	132
Comins	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	7	4	12
Dorchester, High.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	6	6
Dudley	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	8	8
Dwight	2	2	4	6	4	8	8	8	8	.	.	.	.	.	.	.	.	.	.	50
Everett	.	.	.	.	.	.	.	.	.	13	9	20	16	21	28	19	15	26	29	196
Everett (Dor.)	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	2	2
Francis Street	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	.	.	1
Franklin	8	4	7	9	5	12	10	20	13	14	13	17	12	10	17	19	17	24	26	257
Hancock	4	5	2	6	13	9	8	13	12	8	16	9	10	12	9	9	7	13	11	176
North Johnson	5	6	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	17
South Johnson	.	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	5
Lawrence	.	.	.	.	5	1	1	5	4	7	3	6	4	6	1	5	.	.	.	48
Lewis	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	12	12
Lincoln	.	.	.	.	.	.	.	.	7	7	7	7	8	7	5	2	4	12	13	79
Lyman	4	11	5	10	3	2	3	1	4	3	2	4	4	3	2	4	5	2	2	74
Mather	3	4	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	9
Mather (Dor.)	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1	1
Norcross	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	8	16	27
Otis	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3
Prescott	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	3	3	7	4	17
Shurtleff	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	16	16
Wells	13	6	4	14	6	6	7	16	8	12	7	8	6	4	14	11	10	11	10	173
Winthrop	8	4	3	18	11	14	10	14	21	22	24	17	14	10	17	18	16	17	17	275
Other sources	21	12	15	22	12	13	13	21	14	27	31	35	65	53	67	45	89	99	65	719
Total	104	89	73	105	92	89	95	144	119	155	157	155	168	165	197	171	205	273	283	2839
Graduated	28	23	23	25	30	28	39	57	46	58	59	52	57	39	72	57	.	.	.	693

Became Teachers, 648.

Appointments of Teachers from the Girls' High and Normal School, in each School District, from 1852, *to September* 1, 1870.

Names of Schools.	High.	Grammar.	Primary.	Total.
Girls' High and Normal	16	.....	4	20
Adams	.....	6	7	13
Bigelow	.....	14	18	32
Bowditch	.....	17	1	18
Bowdoin	.....	6	9	15
Boylston	.....	17	16	33
Brimmer	.....	10	10	20
Chapman	.....	15	19	34
Comins	.....	.....	1	1
Dwight and Everett	.....	42	14	56
Eliot	.....	14	12	26
Franklin	.....	19	8	27
Hancock	.....	13	12	25
Hawes	.....	1	.....	1
Lawrence	.....	18	21	39
Lincoln	.....	7	14	21
Lyman	.....	3	7	10
Mayhew	.....	5	8	13
Norcross	.....	11	3	14
Phillips	.....	13	7	20
Prescott	.....	8	9	17
Quincy	.....	19	10	29
Rice	.....	7	1	8
Shurtleff	.....	4	.....	4
Wells	.....	7	5	12
Winthrop	.....	34	17	51
Total	16	310	233	559

Appointments of Teachers and Substitutes from the Girls' High and Normal School, in each year, for the several grades of Schools.

YEAR.	Primary.	Grammar.	High.	Total in City Schools.	Other Schools.	Total.	Substitutes.
1852–53	1	1	..	2	..	2	3
1853–54	1	5	..	6	4	10	11
1854–55	2	5	..	7	6	13	17
1855–56	8	11	3	22	11	33	11
1856–57	8	13	2	23	18	41	16
1857–58	13	12	..	25	21	46	49
1858–59	11	21	1	33	12	45	63
1859–60	10	15	3	28	16	44	82
1860–61	20	32	1	53	14	67	76
1861–62	17	21	..	38	10	48	128
1862–63	15	20	2	37	10	47	125
1863–64	17	14	1	32	21	53	50
1864–65	17	16	..	33	29	62	87
1865–66	20	22	..	42	36	78	22
1866–67	16	27	..	43	40	83	34
1867–68	17	26	..	43	48	91	68
1868–69	27	21	1	49	19	68	91
1869–70	13	28	2	43	23	66	53
Totals,	233	310	16	559	338	897	986

CATALOGUE OF THE TEACHERS AND PUPILS OF THE GIRLS' HIGH AND NORMAL SCHOOL, OCT. 31, 1870.

EPHRAIM HUNT, Head-Master.

HARRIET E. CARYL, Head-Assistant.

ASSISTANTS.

MARGARET A. BADGER,
EMMA A. TEMPLE,
CATHERINE KNAPP,
MARY E. SCATES,
ADELINE L. SYLVESTER,
ELIZABETH C. LIGHT,
BESSIE T. CAPEN,
LUCY O. FESSENDEN,
JULIA A. JELLISON,
ADELINE S. TUFTS,
MARY M. MELCHER,
HELEN M. DUNBAR,
ALICE M. WELLINGTON,
REBECCA K. JOSLIN,
EMERETTE O. PATCH,
S. ANNIE SHOREY,
ANNIE B. THOMPSON.

MARIA A. BACON, Teacher of Chemistry.

W. N. BARTHOLOMEW, Teacher of Drawing.

JULIUS EICHBERG, " " Music.

E. C. F. KRAUSS, " " German.

PROSPÈRE MORAND, " " French.

LEWIS B. MONROE, Teacher of Vocal and Physical Culture.

JANE H. STICKNEY, Supt. of Training Department.

FLORENCE W. STETSON, Asst. Supt. of Training Department.

LUTHER W. MASON, Teacher of Music in Training Department.

BERTHA W. HINTZ, Teacher of Primary School.

SENIOR CLASS.

Adams, Adelaide H.
Alden, Marion B.
Allen, Helen I.
Bailey, Alice A.
Bancroft, Cora B.
Barham, Rachel S.
Barnard, Grace M.
Bassett, Mary L.
Baxter, Mary S.
Berry, Mary L.
Bodwell, Delina M.
Bowers, Sarah E.
Bradeen, Emma F.
Brennan, Ella J.
Brewer, Lizzie F.
Brown, Alice S.
Bucknam, Sarah C.
Carney, Mary A.
Chater, Emma L.
Chesley, Emma F.
Chesley, S. Lizzie
Chittenden, Ella L.
Cole, Ella F.
Collins, Mary E.
Cook, Lina H.

Cook, Mary T.
Copeland, Susie C.
Crotty, Mary J.
Cummings, Mary F.
Currier, Ida
Deland, Emily M.
Denham, Lizzie T.
Dennis, Sophie T.
Desmond, Mary L.
Drew, Florence H.
Dudley, Christine M. L.
Earl, Maud M.
Early, Mary Ann
Edward, Carrie B.
Elden, Ada H.
Frederick, Emma H.
Frye, Rena J.
Gallagher, Isabel
Gleason, Maud M.
Gragg, Grace E.
Greely, Calista M. A.
Hale, Frank B.
Hall, Louise J.
Hanny, Mary C.
Harmon, Alice G.
Hawes, Marion A.
Hildreth, Laura S.
Hill, Ada L.
Jacobs, Sarah J.
Kurtz, Edith M.
Lanning, Mary G.
Leland, Clara O.
Mahoney, Elizabeth M.
Maloy, C. Frank
Marshall, Eliza J.
Melcher, Sarah D.
Miller, Lillie
Morrill, Helen
Neill, Agnes M.
Neilson, Jeannie
Nowell, Effie A.
Oakman, Louise R.
O'Conner, Nellie M.
Parker, Hattie F.
Parker, Helen C.
Pearson, Lizzie F.
Perrin, Julia
Pickett, Annie L.
Pierson, Isabel M.
Pratt, Ada M.
Prince, Lizzie H.
Putnam, Caroline D.
Putnam, Mary S.
Ranney, Minnie F.
Raycroft, Sophia M.
Read, Evelyn
Reed, Alice J.
Reed, Mary R.
Reggio, Rosa M. E.
Roberts, Mary A.
Roberts Mary R.
Russell, Bertha
Rust, Millie H.
Ryder, Fannie R.
Sanders, Ella J.
Sargent, Annie L.
Savil, Annie M.
Shaw, Mary G.
Smith, Mattie
Stearns, Etta M.
Stone, Ruth C.
Sweeney, Julia A.
Tileston, Jessie C.
Walker, Eva J.
Warner, Ella
Webb, Susan
Wellington, Carrie P.
Wells, Frances E.
Wheeler, Ella C.
White, Grace F.
Wiggin, Flora B.
Wiley, Henrietta F.
Williams, Eliza O.
Wilson, Grace L. — 109.

Middle Class.

Adams, Lavinia E.
Alden, Claire K.
Aldrich, Amelia K.
Allen, Elizabeth J.
Andy, Sarah L.

Babcock, Ellen S.
Badlam, Annie B.
Bailey, Elizabeth G.
Bailey, Ellen H.
Baker, Carrie L.
Barbour, Ellen M.
Barnes, Frances A.
Bates, Lucy A.
Bemis, Lelia M.
Bickford, Eudora F.
Bird, Lizzie H.
Blake, Irene I.
Bonnie, Mary
Boston, Hattie E.
Boyden, Ida L.
Brewer, Eva H.
Bryant, Josephine
Bullard, Carrie A.
Burns, Georgiana E.
Buss, Catharine L.
Bynner, Minnie A.
Callanan Maria A.
Churchill, Jennie R.
Clean, Annie
Cleveland, Elethea C.
Colman, Maria H.
Colton, Clara A.
Comer, Fanny T.
Cotter, Josephine M.
Cotton, Clara A.
Cutter, Millie A.
Davenport, Josie F.
Davis, E. Jennie
Davis, Mary L.
Dennison, Rebecca J.
Ditson, Ernestine
Dolan, Mary A.
Domett, Ella A.
Domett, Francis E.
Doolittle, Emma F.
Dwyer, Mary H.
Emery, Mary W.
Emmons, Ella
Evans, Minnie S.
Fabyan, Emma F.
Fabyan, Helena R.
Fernald, Carrie L. F.
obler, Jennie F.
Forristall, S. E. J.
Gillispie, Annie M.
Glawson, Emma C.
Hall, Fanny W.
Harding, Eva
Hardy, Ida A.
Hastings, Fanny I.
Hatch, Flora E.
Hazell, Lizzie W.
Heath, Carrie S.
Hibbard, Mattie M.
Hill, Henrietta A.
Hill, Lillie T.
Hoxie, Georgie E.
Huckins, S. Lila
Hyneman, Julia
Jackson, Ella F.
Jenkins, Emma C.
Johnson, Charlotte M.
Kidney, Sarah F.
Lamson, Cora D.
Levi, Miriam
Lewis, Mary L.
Lincoln, Elizabeth
Litchfield, Harriet E.
Litchfield, Harriet L.
Livingston, Frances A.
Livingston, Isabel C.
Lothrop, Caroline T.
Lorey, Lilian C.
Lowe, Mary A.
Madden, Elizabeth A.
Manson, L. Ada
March, Carra R.
Maynard, Adela E.
McGary, Mary E.
McGonigle, Sarah E.
McGowan, Kate E.
Meins, Alice G.
Merrill, Grace
Merritt, Mary E.
Mihan, Frances E.
Mitts, Mary E.
Mitchell, Martha L.

Mooney, Blanche M.
Morrill, Julia L.
Morrison, Mary G.
Morse, Angie S.
Morse, Nancy M.
Munroe, Isabelle B.
Murray, Parnell S.
Newcomb, Ella F.
Nute, Anna
Nye, Abbie M.
O'Dowd, Honora T.
Ordway, Lizzie
Otis, Jessie F.
Page, Lilias E.
Parker, Mary O.
Peaslee, H. Ella
Penniman, Abbie D.
Perry, Helen A.
Pickernell, Georgiana M.
Pierce, Florence A.
Pitcher, Dora E.
Plummer, Almy C.
Poland, Carrie S.
Preble, Harriet I.
Prescott, Ella E.
Putnam, Emma C.
Reid, Mary E.
Rice, Helen E.
Richardson, Eliza
Robbins, Annie M.
Robertson, Jennie
Rogers, Julia O. M.
Ruxton, Mary G.
Ryder, Lizzie H.
Sampson, Lucy M.
Sanford, Nellie G.
Schlegel, Frances
Seaman, Emma J.
Shove, Belle
Smith, Ardelle F.
Smith, Ella S.
Smith, Emma A.
Smith, Florence J.
Smith, Mary H.
Southard, Annie T.
Steers, Mary J.
Story, Anna L.
Studley, Olivia M.
Swan, Sarah E.
Taylor, Carrie W.
Thomas, Lillie E.
Thatcher, Frances H.
Treanor, Katie
Tuttle, Eva F.
Tuttle, Lavinia S.
Tuttle, M. Ella
Ventress, Amanda P.
Wainwright, Julia E.
Wallace, Ella F.
Wallingford, Ella E.
Watson, Nina B.
Webb, Anna W.
Webb, Elizabeth T.
Weeks, Lillie F.
White, Susie E.
Whitney, Emma C.
Whittemore, Addie E.
Wightman, Gertrude E.
Wilbor, Lizzie
Williams, Alice
Williams, Henrietta A.
Williams, Kate D.
Williams, Mary J.
Williams, Uleyetta
Willis, Delia M.
Wise, Martha D.
Woodward, Marion L.—174.

JUNIOR CLASS.

Adams, Helen M.
Adams, Julia
Aldrich, Ida M.
Aldrich, Jessie S.
Allen, Mary E.
Anderson, Lena G.
Anderson, Minnie E.
Ashley, Cora I.
Atwood, Ella C.
Austin, Allie N.
Austin, Alma J.
Averhill, Harriet F.
Babson, Kate

Baldwin, Maria J.
Bartlett, Lottie A.
Beeching, Mary A.
Bemis, Annie L.
Bennett, Minnie J.
Bickford, Sallie E.
Birch, Mary L.
Blaisdell, Addie C.
Blake, Charlotte H.
Blake, Elizabeth A.
Blanchard, Minnie D.
Blank, Hattie M.
Blodgett, Minnie L.
Bond, Ann Maria
Bradley, Anna J.
Bradley, Mary
Brown, Elizabeth H.
Brown, Eva J.
Brown, Florence
Brown, Jessie
Bryant, Maggie E.
Buckley, Rebecca A.
Bucknam, Josephine A.
Bugbee, Zeluma W.
Carlton, Ella J.
Carr, Maria F. A.
Chamberlain, Lizzie F.
Chandler, Adelaide D.
Cheyne, Margaret P.
Clark, Grace B.
Cline, Ada F.
Clough, Annie M.
Colburn, Abbie W.
Colburn, Carrie L.
Colburn, Mary E.
Colcord, Abby A.
Coleman, Florette
Collamore, Ella F.
Conley, Mary E.
Conner, Alice N.
Corey, Lizzie E.
Cotter, Lizzie F.
Coursey, Mary E.
Cowdrey, Jeannie M.
Crawford, Lizzie
Cross, Lillie L.
Cullen, Frances E.
Curtis, Annie E.
Curtis, Kittie W.
Cushing, Alice M.
Daggett, Fanny L.
Dale, Sabina F.
Daly, Sarah E.
Davis, Eliza E.
Dike, Cora E.
Dinsmoor, Carrie
Donegan, Marcella E.
Dow, Mary J.
Drew, Anne Elizabeth
Dugan, Ellen M.
Dunbar, Elizabeth H.
Duncklee, Flora B.
Eastman, Clara A.
Edwards, Clara
Edgerton, Carrie M.
Ellis, Adelaide F.
Ellis, Clara E.
Ellison, Amanda C.
Fagan, Mary J.
Fay, Florence W.
Fillebrown, Carrie O.
Fitzgerald, Katie E.
Flagg, Clara B.
Fobes, Caroline
Freeman, Ella P.
Freeman, Florence
Fullarton, Ella L.
Gainey, Annie
Gates, Florence E.
Geer, Grace W.
George, Katharine W.
Giles, Florence
Gove, Emma A.
Grant, Margaret C.
Gray, Annie F.
Gunn, Katie S.
Haddon, Alice E.
Hall, Nellie A.
Hanson, Helen I.
Hargrave, Annie G.
Harmon, Emily M.
Haskins, Elizabeth D.

Haven, Fannie C.
Haydn, Carrie W.
Hill, Silence A.
Hinckley, Louise H.
Hobart, Minnie L.
Howard, Lillie W. V.
Howes, Lizzie G.
Hurley, Margaret T.
Hutchins, Anna M.
Hutchins, Mary F.
Hutchinson, Kate E.
Inman, Ida E.
Jackson, Sarepta Eva
Jacobs, Adelaide A.
Jenness, Emma C.
Johnson, Lucy E.
Kelcher, Katie E.
Kennedy, Elizabeth A.
Kieley, Jennie C.
Knox, Maggie A.
Lane, Fannie D.
Lawton, Nellie G.
Leahy, Frances E.
Leary, Maggie J.
Leary, Mary G.
Leighton, Amelia L.
Leonard, Cora E.
Littlefield, Alice L.
Lewis, Annie A.
Marliave, Julia D. C.
Marlow, Katie K.
Martin, Mary E.
Mason, Mary E.
Masters, Arabella G.
Maynard, Mary A.
Mayo, Adelia A.
McBride, Lizzie
McClure, Alice M.
McDermott, Nellie C.
McDonough, Elizabeth F.
McKay, M. Cressy
McLaughlin, Sarah J.
McLauthlin, H. Louise
Mead, Nellie J.
Mellen, Lucie J.
Merriam, Eleanor H.
Merriam, Ida A.
Meston, Adelaide
Moore, Nellie M.
Monahan, Mary J.
Montgomery, Mary A.
Morrison, Rebecca
Murphy, Agnes J.
Murray, Esther F.
Myers, Lizzie A.
Neale, Ella F.
Noonan, Ellen T.
Nottage, Mary Lizzie
Noyes, Eliza W.
Noyes, Ida H.
O'Brien, Hattie T.
O'Brien, Lucy A.
O'Connor, Theresa
O'Neil, Rosa C.
O'Neil, Sarah V.
Overend, Sarah A.
Oviatt, Martha L.
Paul, Fannie
Peabody Louie M.
Pearson, Minnie E.
Perry, Leila E.
Phalon, Alice C.
Pickett, Georgia M.
Pollex, Emma L.
Pope, Martha A.
Povah, Emily J.
Power, Nellie M.
Powers, Mary B.
Putnam, Ella G.
Putnam, Helen A.
Ranny, Helen M.
Raymond, Mary F.
Reed, Annie B.
Reid, Anna M.
Richardson, Orvilla R.
Riley, Maggie
Rodgers, Bessie
Roys, Virola G.
Ryan, Alice Caroline,
Sandford, Minnie
Sargent, Florence
Sawtelle, Mary E.

Shedd, Mary H.
Simmonds, Ella A.
Slack, Mary R.
Slavin, Susie A.
Smith, Elizabeth L.
Smith, Louisa P.
Smith, Maria J.
Smith, Marion F.
Snow, Anna M.
Spitz, Belinda
Steele, Helen C.
Stimpson, Lizzie M.
Story, Adelaide H.
Summers, Katie S.
Sutton, Annie E.
Talbot, Gertrude M.
Taylor, Ella M.
Taylor, Ida F.
Tierney, Mary E.
Torrey, Emmeline E.
Towle, Mary E.
Tuttle, Alline A.
Tufts, Erena F.
Tufts, Etta
Vinal, M. Jennie
Wallace, Nellie L.
Waller, Nellie M.
Walsh, Emma A.
Welch, Anna C.
Wellington, Carrie P.
Wells, Carrie D.
Westcott, Belle
Wheelock, Emma
Whidden, Effie G.
White, Angela L.
Whitmore, Frances A.
Wilder, Clara D.
Willard, Fannie L.
Williams, Caroline G.
Williams, Clarie
Winchell, Mary B.
Wolcott, Harriet T.
Young, Esther M. — 240.

TRAINING CLASS.

Abell, Eveline
Aldrich, Rosabella
Arnold, Lizzie S.
Bancroft, Irene A.
Bickford, Georgiana
Calmin, Mary E.
Crosby, Kate
Davis, Lillie E.
Eaton, Jennie A.
Emery, Julia C.
Fisk, Emma S.
Fitzgerald, Ellen
Ford, Annie W.
Garland, Susan G.
Goodwin, Eva P.
Gookin, Carrie W.
Gould, Dora
Haslet, Adele
Holbrook, Emma A.
Johnson, Almira S.
Knapp, Louisa
Locke, Evelyn
Lyon, Eunice M.
Marshall, Julia
McGrath, Lizzie
McLoud, Calista
McSweeney, Jennie
Meserve, Lizzie
Miner, Sarah A.
Morrill, Ella
Perkins, Mary
Powell, Mary E.
Quimby, Anna
Reynolds, Emma
Shepard, Carrie
Shepard, Fannie
Spring, Estelle A.
Stoddard, Annie
Storms, Lizzie C.
Symmes, Carrie B.
Warren, Louisa R.
Williams, Bessie
Woodwell, Lucy E.
Youngman, Emma K. — 44.

[Whole number in the school Oct. 31, 1870 — 567.]

CATALOGUE OF THE TEACHERS AND PUPILS OF THE ROXBURY HIGH SCHOOL, SEPTEMBER, 1870.

HEAD-MASTER.

SAMUEL M. WESTON.

HEAD-ASSISTANT.

M. LOUISE TINCKER.

ASSISTANTS.

EMILY WEEKS, ELIZA D. GARDNER,
HELEN A. GARDNER.

TEACHER OF FRENCH.

MATHILDE DE MALTCHYCÉ.

TEACHER OF DRAWING.

BENJAMIN F. NUTTING.

TEACHER OF MUSIC.

JULIUS EICHBERG.

INSTRUCTOR IN MILITARY DRILL.

CAPT. HOBART MOORE.

PUPILS.

EX-SENIORS.

Backup, Mary J.
Baker, Mary F.
Ballister, Fannie E.
Barry, Alice F.
Croft, Annie M.
Curtis, Clara A.
Durgin, Abby M.
Eliot, Caroline
Epinger, Louise M.
Faxon, Maria D.
Folsom, Ella L.
Foss, Abby M.
Foss, Marion S.
Frye, Mary L.
Holden, Cornelia C.
Homer, Augusta
Kenniston, Elizabeth E
Macrae, Lois J.
Moore, Mary M.
Murphy, Annie F.
Newman, Mary J.
Nichols, Alfarata M.
Peterson, Anna G.
Pike, Ella G.
Prang, Rosa M.

Sanborn, Elizabeth A.
Waldock, Emma M.
Walker, Clara C.
Ward, Julia A.
Wheat, Jennie
Whittemore, Margaret E.

SENIOR CLASS.

Boys.

Batchelder, Charles H.
Cook, George B.
Davis, Cornelius F.
Fernald, Edward S.
Gullbrandson, Pierre G.
Haley, Alfred L.
Hovey, George E.
Jackson, William L.
Joyce, Thomas G.
Kellogg, George G.
O'Neil, Henry
Plimpton, Arthur L.
Swain, Charles E.

Girls.

Aldrich, M. Ella
Allen, Ida B.
Baker, Elizabeth R.
Batchelder, Abbietta
Booker, Jane R.
Bowdlear, Elizabeth H.
Bowker, Georgiana C.
Brown, Annie J.
Campbell, Nellie
Carson, Agnes J.
Croft, Emma F.
Dean, Florence G.
Folsom, Leonia B.
Goldsmith, Marietta
Gray, Nellie
Harmon, Mary E.
Homer, Eugenie
Hosford, Emma L.
Humphries, Ida G.
Jenkins, Ida G.
Mulrey, Minnie E.
Peterson, Emma L.
Peviar, Lizzie M.
Sanborn, Clara E.
Scott, Mildred O.
Stevens, Ida G.
Taylor, Maria L.
White, Hattie L.
Wiggin, Marianne
Yeaton, Ellen F.

SECOND CLASS.

Boys.

Beal, B. Leighton
Crafts, William F.
Chamberlain, Henry A.
Crowell, Frank H.
Davis, William H.
Dolan, Romanzo J.
Dolan, Michael jr.
Fay, Edward F.
Fillebrown, Edward A.
Gerry, James C.
Haverty, Timothy
Heustis, Charles H.
Hunt, Alfred E.
Jacobs, Richard G.
Jenkins, Charles H.
May, Frank A.
Monroe, Charles F.
Parker, Frank W.
Riddle, Charles W.
Rogers, Edward C.
Stalder, Edward G.
Ware, Charles
Weston, Frederic S.
Wiggin, Frank E.

Girls.

Bumstead, Anna W.
Clapp, Emily E.
Cowdrey, Ella M.
Colligan, Lizzie A.
Crooker, Sibyl T.
Davis, Lillie J.
Davis, Fannie M.

Dexter, Addie F.
Drake, Mamie F.
Edmands, Anna M.
Faunce, Emily C.
Faunce, Linnie W.
Hutchinson, Fannie B.
Jordan, Mattie P.
Kelley, Frances T.
Lingham, Emma I.
Macdonald, Anna
Manning, Fannie J.
May, Alice M.
McDonough, Annie L.
Morrill, Isabel W.
Nason, Kate A.
Pearson, Susie A.
Phelps, Hattie B.
Scanlan, Bridget E.
Smith, Marie L.
Sprague, Fannie W.
Stockwell, Millie W.
Thacher, Isabel
Thomas Minnie E.
Thulin Annie F.
Washburn, Emily P.
Weston, Lottie E.
Wells, Clara L.
Williams, Gertrude F.
Williams, Lucy L.
Woodsum, Emma A.

THIRD CLASS.

Boys.

Allen, Horace G.
Bacon, Horace
Bell, William G.
Branley, Charles F.
Byrne, Frank L.
Carter, Henry H.
Clark, William L.
Cleary, James
Coffin, George
Cooke, James
Crosby, Frank M.
Corbett, Edward
Correa John B.
Crowley, Daniel J.
Culbert, Martin
Deland, Thomas J.
Emery, Howard
Franklin, Charles W.
Frost, George C.
Gardner, Emanuel W.
Gates, John J.
Goldsmith, Simon
Gordon, George W.
Greene, Charles S.
Grundin, Charles W.
Hammond, George F.
Heintz, Louis
Howe, James Jr.
Howe, Leonard N.
Hoxie, Henry D.
Hutchinson, Dana B.
Kelly, Henry
Kelley, James
Leavitt, Percy W.
Libby, William G.
Lockwood, Thomas St. John
Mulvey, Frank
Mulvey, James
Nevers, Marshall
Newell, Franklin H.
Nickerson, Herbert G.
Parker, Charles
Pierce, Charles T.
Pierce, Edward
Rice, David
Riley, John P.
Ryan, William H.
Sanborn, William M.
Shaughnessy, Thomas
Spangler, Frank
Sullivan, Richard
Tucker, Charles W.
Walker, Charles H.
Waterman, George H.
Watson, Thomas M.
West, Clarence L.
Williams, Samuel
Woodward, Clarence E.

York, Nelson P.

Girls.

Burrell, Sarah S.
Clark, Ella E.
Clark, Justina B.
Clement, Hattie F.
Close, Caroline
Crosby, Sarah A.
Crosby, Mary E.
Dearborn, Ella L.
Dow, Amelia J.
Finneran, Mary S.
Fitzpatrick, Minnie
Folsom, Fannie
Foss, Annie H.
Grady, Maggie
Griffith, Lucie E.
Harris, Susie B.
Howe, Florence A.
Killion, Delia S.
Kohl, Lizzie
Libby, Sarah E.
Littlefield, Hattie A.
Meriam, Emily M. A.
Mitchell, Annie M.
Morse, Anna W.
Mulliken, Mary E.
Mulrey, Elizabeth D.
Newcomb, Annie L.
Perrin, Mary E.
Pishon, Eva
Pratt, Nellie S.
Prince, Fannie S.
Ray, Katie E.
Richards, Celia G.
Robinson, Annie D.
Rowell, Mary J.
Sawin, Lottie A.
Slaver, Harriet E.
Sheehan, Annie M.
Wheelock, Annie
Wheelock, Fannie
Worthen, Marietta
Yeaton, Josephine R.

DORCHESTER HIGH SCHOOL.

The Annual Report of the Dorchester High school relates to the four months at the end of the year, which closed the separate municipal history of the ancient town of Dorchester, and the eight months of the year which opened its existence as a part of the city of Boston. This school was established after earnest and long-continued efforts on the part of the friends of higher education in the town in the year 1852. The first master was Mr. William J. Rolfe, who has distinguished himself as an educator, by his practical labors in the school-room, as well as by his published works. The school was organized, in a small way, by him, and under his excellent management, at once attained a high rank, compared with similar institutions. After a faithful service of nearly five years, Mr. Rolfe was succeeded by Mr. Jonathan Kimball, for many years associate principal of the Lowell High School, and now Superintendent of Public Schools in Salem. He brought to his work an extensive experience, and a liberal culture, as well as an enthusiastic devotion to his profession. He was highly esteemed, both as a citizen and a teacher, and his influence upon his pupils was as powerful as it was elevating. He was followed, in 1865, by Mr. Elbridge Smith, formerly principal of the Cambridge High School, and of the Norwich Free Academy, who is the present head-master.

The school has fully justified the expectations of those who labored so zealously to establish it, and till the close of its history as a town institution, continued to increase in numbers and in usefulness. It has prepared many young men for college, and, more directly, for the various duties of members of society, in whose lives and characters it has already impressed its influence upon the community. It has educated a greater proportion of young ladies for the different spheres of female usefulness and influence, and a considerable number of the female teachers employed in the Grammar and Primary schools of the town were selected from its graduates. In its relations to the war of the rebellion, no institution of learning can exhibit a fairer record of patriotism among its graduates, and the soldiers' monument on Meeting-House hill, erected by the citizens, bears the names of not a few of them who fell in that sad struggle.

Though the Dorchester High School had been warmly cherished, liberally sustained, and carefully watched over by the town, it had nothing to lose, but much to gain, by becoming one of the institutions of a city, pre-eminent for its generous policy towards its advanced schools.

The number of regular teachers attached to the school when Dorchester became a part of Boston, was four; and by a vote of the Board, the organization of all the schools in the territory annexed, was continued till the close of the school year. A special instructor in French, one in Drawing, one in

Writing, and one in Music, had been employed, though the Board abolished the office of writing-master in April.

One hundred and twenty-eight pupils were registered during the year, while the average whole number was one hundred and six. Of these, seventy were girls and thirty-six were boys. The average attendance was one hundred and one, or ninety-five per cent.

The school is organized on a plan somewhat different from that of either of the other four high schools of this city. It was established as an ordinary town high school, for both sexes, in which boys are fitted for college, and in which both boys and girls are instructed in the higher branches. Its programme, therefore, has always included a classical course, as well as the usual routine of French, German, Mathematics and the sciences. Its regular course is completed in three years, but a fourth year's study is provided for those who desire to continue longer, and diplomas are awarded to those who are graduated in each course. While the plan of study, which is a combination of those adopted in the Latin, the English High, and the Girls' High and Normal Schools, has some disadvantages in the greater variety of the objects to be attained, it also has some manifest advantages. It is not always that a boy entering the High school to fit for college, is found, on actual trial, to be physically and mentally qualified to realize the ambitious hopes of parents. Then a change from the Latin to the ordinary high school

becomes necessary, involving a sacrifice of pride, and even of self-respect, which is prevented in the common New England High school, where, without being obliged "to get the hang of a new school-house," he may quietly adapt himself to the new circumstances by simply dropping his Latin. The altered financial circumstances of parents may sometimes render this facility of change desirable. On the other hand, it occasionally happens that young men, as their faculties begin to mature, develop a degree of industry, energy, and intellectual ability whose existence was not before suspected. In a school on this plan, such a young man may add the classical course to his other studies, and prepare for college without disturbing the associations and the harmony of existing school relations. Examples of both these cases have occurred in the experience of the Dorchester High School.

The annual exhibition of this school took place in Lyceum Hall, July 16, 1870. As usual, the occasion was largely attended by the people of the ward, and the spacious hall was crowded with an interested audience. The exercises consisted of music, declamations, original essays, free gymnastics, a dialogue in French, one in German, and an original "parting song" by the senior assistant. The diplomas, according to the custom of the school, were presented to the graduates of each course by Mr. Smith, the master, who in some appropriate and feeling remarks took his leave of the recipients thereof, and admonished them to be true and faithful in the new spheres of duty upon which they were about to enter.

Of the graduates, Allen Webster Swan, having a decided taste and talent for music, has entered upon an extended course of study and practice in this science, and George Clarence Shepard, the single graduate this year of the classical course, entered Harvard College.

To continue the friendships of school-life, and to perpetuate its pleasant memories, the graduates of this institution several years ago, formed the "Dorchester High School Association," which annually, in the month of January, has a "reunion." The literary exercises usually consist of music, an oration, and a poem, which are followed by a festive occasion, which enables the graduates to recall the memories of school days, and renew the friendships kindled in earlier years.

The school had, before the annexation of the town to Boston, outgrown its accommodations in the modest structure which had been a model in its "day and generation"; and the march of improvement in school edifices seemed to belittle it still more. The town had decided to erect a new building, and voted what was then regarded as an adequate appropriation. A site had been selected, and the work was progressing under the direction of the town authorities, when, by the annexation, the completion of the edifice devolved upon the city government. Additional appropriations of money were required to finish and furnish the building, which the city council promptly voted, while the intelligent committee, and the practical Superintendent of

Public Buildings, have spared no labor, thought or critical comparison in making the new edifice a model of the most advanced ideas of school architecture.

At the close of the school year, in 1870, the teachers and pupils of the school are encouraged for the future by the pleasant prospect of entering this beautiful and commodious building at the close of their summer vacation.

For the committee of the Dorchester High School.

WILLIAM T. ADAMS,
Chairman.

CATALOGUE OF THE TEACHERS AND PUPILS OF THE DORCHESTER HIGH SCHOOL, SEPT. 1870.

HEAD-MASTER,

ELBRIDGE SMITH.

HEAD-ASSISTANT,

MARY WENTWORTH HALL.

ASSISTANTS,

MARY FIFIELD PORTER, REBECCA VINAL HUMPHREY.

TEACHER OF MUSIC,

JULIUS EICHBERG.

TEACHER OF DRAWING,

MERCY A. BAILEY.

TEACHER OF FRENCH,

CHARLES DE LAGARLIÈRE.

PUPILS.

EX-SENIORS.

Melville, William Harlow
Clark, Sarah Josephine
Cook, Lucy Redfern
Farwell, Celestia Hayford
Hawes, Emma Britanna
Jenkins, Estelle Baden
Robinson, Mary Ann Davis
Urann, Emma Gardner.

SENIORS.

Burnham, Frank Wesley
Clapp, Edward Blake
Clapp, Richard Dexter
Dodge, Frank Hawes
Morse, Albert Gordon
Ripley, Charles
Swan, Willie Gardner
Tucker, Charles Edward
Talbot, Stephen Liversidge
Vose, John Frank

Adams, Alice Maria
Clapp, Josephine
Dale, Emma Alette
Hart, Margaret Louisa
Hildeth, Fanny Weld
Holloran, Mary Elizabeth
Knapp, Emma Frances
Mitchell, Lizzie Luella
Murphy, Ellen Evangeline
Nelson, Mary Robinson
Park, Emma Frances
Reed Mary Ann
Russell, Mary Elizabeth
Tolman, Mary Eliza.

MIDDLE CLASS.

Alexander, George Henry
Babcock, David Marks
Bent, William Danforth
Elder, Robert Foster
Gorham, George Congdon
Hart, Stephen John
Kedall, Walter Gardner
Love, William
Mann, Henry Sanford
Monroe, Stephen A. Douglas
Preston, John
Southard, Lewis Carver
Temple, William
Tipping, Joseph Ellis
Walko, Robert Ballantyne
Whicher, Frank Weston

Allbright, Susan Broughton
Brooks, Antoinette Parsons
Brown, Ellen Almira
Capen, Cordelia Rosanna
Clean, Mattie Ellen
Cook, Clara
French, Mary Elizabeth
Glover, Ella Frances
Greely, Frances Rebecca
Guild, Mary Ella
Harding, Harriet Ann
Hawes, Maria Wardwell
Holden, Hattie Louisa
Hopkins, Ella Frances
Kendall, Ida Farnsworth
Lee, Isabel Frances
Mann, Mary Ellen
Melville Caroline Frances
Payson, Anna Holden
Pillsbury, Adelaide
Plummer, Priscilla Laura
Pope, Annie French
Pope, Hattie Louisa
Pratt, Eugenia
Robinson, Isabel Howe
Swan, Ella French
Tileston, Lizzie Warren
Tolman, Julia
Whiton, Esther Rebecca
Whittemore, Elizabeth Esty
Williams, Maria Louisa
Witherbee, Lillia Taylor
Wilson, Alminah Augusta.

JUNIORS.

Baynton, Walter
Carter, Arthur Ellis
Childs, Harold Chessman
Colgan, James Arnold
Conness, Walter Knox
Eastman, Edgar Frank
Edwards, Thomas Pierce
Everett, William Blake
Folsom, Charles Edward
Gorham, Sherwood Field
Gurney, Lorenzo Wallace
Knights, Edwin Augustus
Leavitt, George Oscar
Lyons, Walter Shepard
Perrin, Frederick Huntington
Phipp, Walter Train
Pope, Walter Frank
Pope, Stephen Augustus
Shepard, Horace Blanchard
Smith, Edward Ephraim
Swan, Joseph Warren
Thompson, George Badlam
White, Willie Gardner

Brown, Fanny Bates
Caldoff, Mary Ann
Clark, Carrie Augusta
Collins, Julia Annie
Coffin, Harriet
Dennison, Charlotte Elizabeth
Emery, Carrie Maria
Gough, Elizabeth
Greely, Ella Louisa
Haskell, Mary Louise
Jones, Clara Augusta
Mann, Elizabeth Benson
Mann, Mary Susan

Merriam, Eleanor Hayes
Pratt, May Estella
Pratt, Annie Willis
Preston, Edith Lee
Roper, Mary Isabella
Russell, Emma Frances
Sanborn, Mary Elizabeth
Savage, Elizabeth Ann
Sheridan, Mary Jane
Spear, Annie Augusta
Thayer, Sarah Monroe
Whitney, Sarah Caroline
Wells, Emma Geneva
Weiss, Anna Lora
Weiss, Mary Blake
Wilder, Ella Florence
Williams, Susan Ellen.

REPORT

OF THE

COMMITTEE ON MUSIC.

REPORT OF THE COMMITTEE ON MUSIC.

In School Committee, Dec. 20, 1870.

The Committee on Music respectfully submit their semi-annual report upon the condition of the musical instruction in the public schools.

With the beginning of the present school year, a marked change was established in the organization of this department of our public instruction. The complete plan of a progressive and systematic teaching of music, — beginning with the lowest class of the Primary and ending with the highest of the Grammar department, with its corps of special teachers under the general supervision and direction of a responsible head, — a plan so long hoped for, and so many times advocated by this committee in their previous reports, — was, by the almost unanimous consent of the Board, agreed to and set in operation. This plan, in its general features, was presented by the music committee in a special report made to this board on the 12th of April last.

In this report your Committee thus speak: "The multiplication of schools in the city proper and the additional field of labor consequent upon the annexation of Dorchester, in the minds of your Committee, call for some modification of the present plan of

musical instruction in the schools. It is now as follows: —

"There are four departments or fields of labor, constituting a progressive course, and comprising:

1st. The Primary schools.
2d. The four lower classes in the Grammar schools.
3d. The two upper classes in the Grammar schools.
4th. The High schools.

"Over the Primary Department, and also the lower classes of the Grammar Department, there are special teachers with a fixed salary, whose whole time is devoted to instruction and supervision of this specialty with the aid of the *regular* teachers, who devote a fixed time daily to such instruction, as provided in the rules. In the third division, constituting the upper classes of the Grammar schools, instruction is given by two teachers of music, Mr. Sharland and Mr. Alexander, whose labors are very unequally divided. Under the present provision of the rules it is required that two half-hours each week be given to musical instruction in this division of the progressive course by the special teachers above named. In the last division, that of the High schools, musical instruction is now given only in the Girls' High and Normal School, and the Roxbury High School, by a special teacher, at a fixed salary.

"Manifestly a more simple and philosophical arrangement would be to bring the third division into the same category with the rest. But in the present

stage of musical progress in the schools, it is believed that the master's class, at least, still calls for the personal instruction of the special teacher. It is hoped, that the second class may soon be taught this specialty by the regular teachers, under the direction of the teacher of music, in like manner as the classes below. . . . And, furthermore, it is recommended that the special teacher of music in the High School Department be clothed with supervisory power over the whole field of musical instruction (instead of confining his attention, as now, to the individual schools of that division), with a salary sufficient to command his whole time and attention during the five hours each day of school-work.

"In this way your Committee believe that, in a short time, this important department of our common-school instruction, may be made to work smoothly and efficiently, and with the least possible expense to the city."

The recommendations embodied in this report were comprised substantially in a series of orders which were appropriately referred to the Committees on Rules and Regulations, and on Salaries jointly.

On the 14th of July following, Mr. Learnard, from this joint committee submitted a report, accompanied by the following orders, in furtherance of the recommendations of the Committee on Music.

Ordered, That, from the commencement of the next school-year, instruction in the department of music be given in accordance with the following programme: Mr. Eichberg, with the title of Supervisor of Music in the Public Schools, to instruct all the

pupils of the High schools personally, and, in addition, to exercise a general supervision of the musical instruction in all the schools, devoting the whole of the school-time to the service of the city. Mr. Sharland personally to teach the first class in each Grammar school, except those in Dorchester, devoting himself to the service of the city during all the school hours. Mr. Alexander to carry forward, with the aid of the regular teachers, the musical instruction in the second class of the Grammar schools, excepting those in Dorchester, giving four-fifths of the school-time to the service of the city; provided also, that he shall take from Mr. Holt, if circumstances will admit, the third classes of the Grammar schools, excepting the schools before mentioned. Mr. Holt to carry forward, as at present, the musical instruction in the lower grammar classes; and Mr. Mason to continue also, as at present, in the Primary schools; each of these gentlemen to give to the service of the city all the school hours, and each to be exempted from teaching in the Dorchester district. Mr. Wilde to continue in charge of the musical instruction in the Dorchester schools, with the exception of the High school, giving four-fifths of the school-time to the service of the city.

Ordered, That one half-hour each week be devoted to musical instruction by the music teacher in the first class of the Grammar schools; and that ten minutes each day be devoted to musical instruction in the second class in the same schools, under the general direction of the music teacher for the class.

Ordered, That section 10, chapter xii., be amended so as to conform to the foregoing orders.

The report was accepted, and the orders were then adopted unanimously.

The operation of the plan as set forth in the above orders has been in the main satisfactory. Naturally, some little friction was to be expected in the first working of the new machinery, and some modifications necessitated.

Your Committee believe that the plan would work more smoothly, and a fairer division of labor among the corps of music teachers be effected, if the relative positions of Messrs. Alexander and Holt be changed,— the former to take charge of the fifth and sixth, the latter of the third and fourth of the grammar classes (as classified under the new arrangement in the gradation of the Grammar schools), while to Mr. Sharland be given the first and second classes of the new gradation.

And your Committee further recommend that ten minutes in each forenoon be devoted to musical instruction by the regular teachers of these two upper classes (under the general direction of the special teacher), in like manner as is now done in the classes below these grades.

They also respectfully recommend that musical instruction be introduced as a recognized requirement, on two days of each week, in the Latin and the English High schools, under the supervision and direction of Mr. Eichberg, with such aid as can be afforded by the regular teachers in these schools. This last is required to complete the plan of musical instruction as applied to *all the departments* of our public-school system.

In the general progress and improvement in musical attainments throughout all the schools during the past year, your committee find much to commend. The *esprit de corps* among the teachers of this specialty is excellent; their faithfulness and devotion to their duties most admirable; and the increasing

interest of masters, teachers and pupils in this branch of study, is unmistakably manifest.

Appended hereunto are the reports of Mr. Eichberg, the recently appointed supervisor of music in the Boston public schools, to this committee, and the several reports of his associates in the corps of musical instruction.

To the Chairman and Members of the Committee on Music.

GENTLEMEN: —

Enclosed you will find the reports of the music teachers in the public schools, with the exception of that of Mr. Alexander, who has been sick most of the term, and consequently not able to give much attention to this department. Personal inspection has shown me that, while the musical status of the schools has been steadily improving, there are a few points upon which I have to attract your attention.

I cannot but think that eventually we will require the services of an additional teacher to act as a deputy for any one that might by sickness or otherwise be incapacitated to teach for a shorter or a longer period; this deputy to draw a limited salary, and hold himself ready for any emergency.

While inspecting the primary schools, the want of some musical instrument in the class rooms has struck me as a drawback to the musical studies, inasmuch as most of the teachers have to rely upon their ears for giving the pitch, and in doing so are liable to errors. If no appropriations can be had for this purpose, and as a substitute, until something better is provided, each primary teacher ought to be furnished with a common pitch pipe, giving either ā or c̄, which would be certainly an improvement upon the total absence of any instrument with fixed intonation, in most of the school rooms.

In consideration of the bad influence of using pianos that are out of tune, in schools, I have instructed all the music teachers to report such cases directly to me; and in this manner these instruments can be soonest looked after.

Meetings of the music teachers, being an excellent method of bringing unity into our musical instruction, will be held, in future, once a month.

I have taken steps to provide the pupils of the training school with adequate musical instruction, to be given by the teacher of music in the primary schools and which is to be of a normal character, to prepare the pupils to efficiently instruct music in the public schools.

Preliminary measures have also been taken for the giving of musical instruction to the pupils of the Latin School. Mr. Charles J. Capen, a master in this school, and an efficient musician, will take charge of this branch, under my supervision.

The following schools have been instructed by me personally:—

1. Girls' High and Normal School.
2. Roxbury High School (mixed).
3. Dorchester High School (mixed).

The Girls' High and Normal School, owing to its size, is instructed in four sections, the others in two. In schools 2 and 3, I have successfully introduced singing in four parts. The school 1 has been practising solfeggios in one, two, and three parts. The High and Normal School compares favorably this year with any preceeding school-year, and the middle and senior class are a great improvement in reading at sight upon any previous class. The Roxbury and Dorchester High Schools have also made progress in reading music, and since the introduction of mixed part songs, a great interest has been awakened among the male scholars.

Annexed are the reports of Messrs. Sharland, Holt, Mason, and Wilde.

It gives me pleasure to state to your honorable committee that my intercourse with my associates in my official capacity has been a uniformly pleasant one, and that all my suggestions have been received in the best and kindliest spirit by them.

All of which is respectfully avbmitted.

JULIUS EICHBERG,

Supervisors of Music in the Boston Public Schools.

Boston, December 8, 1870.

DECEMBER 8, 1870.

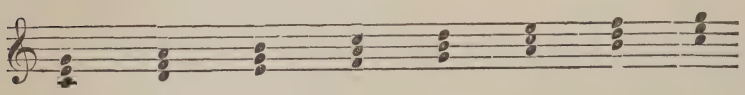
To JULIUS EICHBERG, Esq., *Supervisor of Music, etc.*

REPORT FOR UPPER CLASSES OF THE GRAMMAR SCHOOLS.

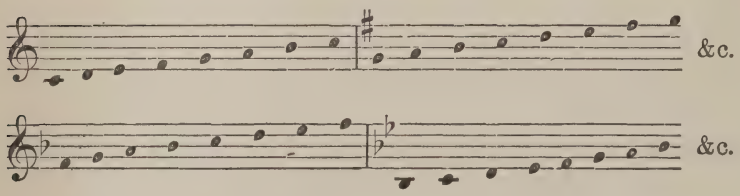
These classes have passed through musical theory and practice, from September 1st, to date, as follows: —

1st. Review of musical characters.

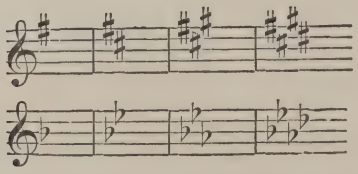
2d. Positive sounds with triads.



3d. Transposition of scale.



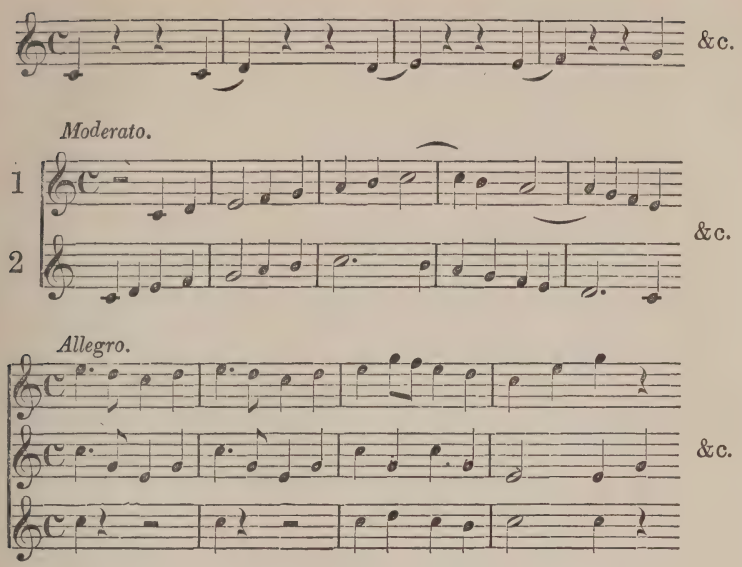
4th. Positive sounds with triads in



5th. Signatures, giving power to recognize the same in any piece of music.

6th. Exercises in time, giving power to sing under a conductor, without piano, written upon the board in $\frac{2}{4}$, $\frac{3}{4}$, $\frac{3}{8}$, $\frac{6}{8}$, $\frac{9}{8}$, $\frac{4}{4}$, etc.

7th. Solfeggios from the book in one, two, and three parts, without piano. Different keys. Examples.



Respectfully submitted by

J. B. SHARLAND,

Supervisor and Teacher of Music in the Upper Classes of the Grammar Schools.

BOSTON, Dec. 5, 1870.

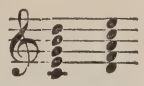
Mr. EICHBERG, *Supervisor of Music in the Public Schools.*

DEAR SIR, — In reply to your request for a report of the progress made in my department, I would say that I have visited the classes under my supervision once in every four weeks.

During the last four weeks, owing to the illness of Mr. Alexander, I have (in nearly all of the schools) taken charge of his classes in addition to my own. In my sixth class is commenced an intellectual study of the sounds of the scale.

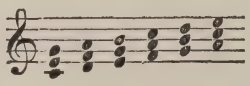
To illustrate: Children are taught to recognize any sound of the scale, by its scale name; as, 1, 2, 3, 1, 4, 2, 5, 6, 4, 7, 8, etc.; and they will produce the same at the dictation of the teacher. This is intended mainly to educate and train the ear.

One or two minutes are spent in this exercise, which is followed by a representation of the sounds, thus: —

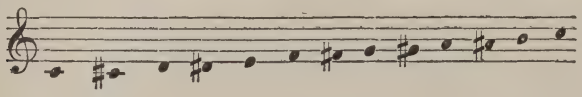


which trains the eye together with the ear.

Five minutes are spent in this way, each day, as a drill exercise, followed by practice upon the music charts. The result of this drill is remarkable. The ear becomes so well trained that children will go to the black-board and write the scale, or *pitch-name*, of any sounds given with the syllable *la*. This drill of single sounds is followed by Triad practice, after which the class is divided, an additional pointer used, and the pupil is trained in two-part harmony.



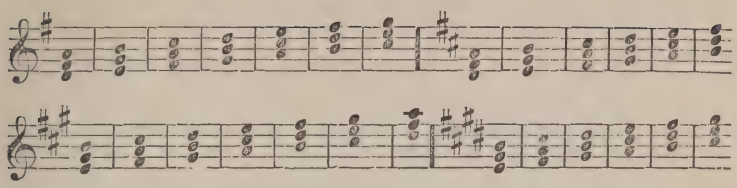
This is followed by the practice of two-part songs upon the charts, together with the beating of the time; and, in addition to this, in the fifth and fourth classes, by the chromatic scale and a study of the keys which grow out of it.



And such has been the progress, that children ten years of age will go to the black-board and write the pitch of any progression of sounds which may be given in any of the sharp keys. I think it is safe to say that at the end of the school year the fourth class will have so practical a knowledge of all the nine different keys, that they will sing correctly any choral which may be written in any of those keys, *at sight*.

The pupils become familiar with the position of each scale upon the staff, the same as in the key of C.

To illustrate: —



The teachers under my supervision are accomplishing much more than last year. A large majority are doing excellent work. All are doing something. Their experience, and the result of their work, is giving them confidence, and many are teaching successfully, what a year ago seemed to them impossible. We shall continue to improve in proportion as the teachers gain ability and confidence in themselves to do the work.

Yours very truly,

H. E. HOLT,

Supervisor of Music in the Lower Classes of the Grammar Schools.

BOSTON, Dec. 1, 1870.

JULIUS EICHBERG, *Supervisor of Music.*

DEAR SIR, — I am happy to report, in regard to the progress of musical instruction in the Primary schools, that the regular teachers are bringing the children up to the requirements of the programme better than at any previous time. It is hoped that by the end of the present term (in March) there may be shown still more satisfactory results.

Yours truly,

LUTHER W. MASON,

Supervisor of Music in the Primary Schools.

BOSTON, Dec. 7, 1870.

JULIUS EICHBERG, Esq., *Supervisor of Musical Instruction in the Boston Public Schools.*

DEAR SIR, — In giving my report of the work done in the Dorchester schools, I would say that this is the first year that music

has been taught in the schools of Dorchester, with the exception of the first class in the master's room, which I have visited weekly for three years.

I now visit all the rooms in each school once a week. The teachers are generally anxious to accomplish all they can with their pupils. Five teachers cannot sing, and know nothing about music. With them I practise separately.

The first class had been through the first twenty lessons of Mr. Mason's charts (second series), the chromatic scale, and have just commenced reading in the different keys. They are doing well, and I hope, by the end of the year, they will be as far advanced as the third and fourth classes in the Boston schools.

The other classes in the Grammar department are supplied with Mason's charts (second series), and are not so far advanced by two years as they are in the Boston schools.

The Primary schools are all supplied with Mason's charts (first series), and are doing very well indeed; they also are about two years behind in their studies, but I hope by my weekly visits in the Primary schools and lower classes of the Grammar schools, to have them up to the high standard attained by the Boston pupils in the shortest time possible.

I would, before closing my report, call your attention to the wretched condition of the piano-fortes in our schools. I hope we may have better ones before the end of the year.

Respectfully yours,

HIRAM WILDE,

Supervisor and Teacher of Music in the Grammar and Primary Schools of the Dorchester District.

As embodying the recommendations set forth in the report of your committee, the following orders are respectfully submitted: —

1. *Ordered*, That under the new arrangement of the gradation of the classes in the Grammar schools, Mr. Sharland shall take

charge of the musical instruction of the 1st and 2d; Mr. Holt that of the 3d and 4th, and Mr. Alexander that of the 5th and 6th classes respectively, in the schools now taught by them, and at the salaries they now receive.

2. *Ordered*, That ten minutes each day be devoted to musical instruction by the regular teachers of the 1st and 2d classes of the Grammar schools (under the new gradation), in like manner as is now done in the other classes of those schools.

3 *Ordered*, That hereafter, no contract for the purchase of pianos for the schools shall be made without the approval of the standing committee on music.

ANNUAL MUSICAL EXHIBITION.

The third regular Musical Exhibition of the Public Schools took place in the Music Hall, on Wednesday, the 8th day of June last. The morning was devoted to the Primary, the afternoon to the High and Grammar schools.

Promptly at the hour of 10 A. M. about a thousand pupils from the primaries, varying in age from five to eight years, were marshalled to their places on the platform and performed their parts with admirable precision, accuracy, and good taste. They were accompanied by an orchestra of about twenty-five musicians, — the whole under the direction of Mr. L. W. Mason.

The following was the Programme:—

PART I.

I. Overture, — *William Tell.*

II. Love of Country, — *Old German Choral.*

III. The Lark, — *Old German Melody.*

IV. Ye Hills and Verdant Valleys, — (*Semi-chorus & Chorus.*) *R. Schumann.*

V. Physical Exercises, — Cuckoo Galop — Orchestra. *Gung'l.*

PART II.

Illustrations of the Method of Instruction in Music in the Boston Primary Schools.

1. The First Year's Course, with Songs.
2. The Second Year's Course, with Songs.
3. The Third Year's Course, with Songs.
4. Miscellaneous School Songs.

(*a*) Song of Praise, — *H. G. Nägeli.* 1773 — 1836.

(*b*) The Child's Angel, — *C. G. Glaser.* 1784 — 1829.

(*c*) Praise of Singing, — *J. A. Hiller.* 1728 — 1804.

(*d*) Semi-Chorus and Chorus, — "What Say All?"

The performances of the High and Grammar Schools took place at the usual hour of 4 P. M. under the conductorship of Mr. Julius Eichburg. Mr. Sharland presided at the Organ. The order of exercises was as follows:—

I. Organ Voluntary, — *J. B. Sharland.*

II. CHORAL. "Now Night comes softly stealing." Harmonized by *J. S. Bach.*

III. JUBEL OVERTURE, — *Weber.*

IV. CHORUS. "Oh Vales with Sunlight Smiling."—*Mendelssohn.*

V. SOLO AND CHORUS. From the Cantata "St. Cecilia." — *Van Bree.*

The Soli by the pupils of the Girls' High and Normal and Highlands High Schools.

VI. CHORUS,— "Rest, Weary Pilgrim," —*Donizetti.*

VII. GLEE,— "Away to the Fields," —*J. Eichberg.*

WORDS BY B. E. WOOLFE, ESQ.

The Soli by he pupils of the Girls' High and Normal and Highlands High Schools.

VOCAL AND PHYSICAL EXERCISES UNDER THE DIRECTION OF MR. L. B. MONROE.

VIII. OVERTURE,— "Egmont,"—*Beethoven.*

IX. MOTET, — "Ye Sons of Israel," —*Mendelssohn.*

By pupils of the Girls' High and Normal and Highlands High Schools.

X. MADRIGAL,—"I Love my Love,"—*B. Allen, Mus. Doc. Oxon.*

XI. WAKE, GENTLE ZEPHYR, — Full Chorus, — *Rossini.*

XII. THE OLD HUNDREDTH PSALM.

The chorus, as in past years, consisted of about twelve hundred pupils, selected from the Girls' High and Normal, and the Roxbury High and the Grammar Schools, and was accompanied by a full orchestra and the great organ.

We do no more than repeat the almost unanimous

expression of opinion when we say that intrinsically these performances were worthy of the highest praise, while relatively they surpassed in excellence any of the efforts of preceding years.

The committee, in conclusion, have reason again to congratulate this Board upon the measure of success to which this branch of instruction has attained in our Public Schools; its efficacy as a means of recreation and discipline in the school-room, its happy and humanizing influence upon both teacher and pupil, and its manifest aid in the acquirement of "that nameless element in spoken language which makes up the music of the phrase,— *refined and educated speech.*"

Respectfully submitted by

J. BAXTER UPHAM,
Chairman,
JOHN P. ORDWAY,
F. H. UNDERWOOD,
R. C. WATERSTON,
W. H. CUDWORTH,
CHARLES L. FLINT,
GEORGE MORRILL,
Committee on Music.

REPORTS

OF THE

SUPERINTENDENT OF PUBLIC SCHOOLS,

For the Year ending August 31, 1870.

TWENTIETH

SEMI-ANNUAL REPORT.

To the School Committee of Boston:

GENTLEMEN, — In conformity with the requirements of your regulations, I respectfully submit the following as my Thirty-second Report, the twentieth of the semi-annual series.

The school visited, and other duties performed by me during the past half-year, may be summarized as follows: About *four hundred and fifty* visits have been made to the schools; a large share of time was devoted to the examination of the lower classes of the Grammar Schools; a meeting of all the teachers was held at the hall of the Wells School, on the afternoon of Friday, the 11th of February; several district meetings of Primary School teachers were attended, for which arrangements were made by the masters of those districts; the usual monthly meetings of the masters of the Grammar Schools have been held at the City Hall; on the first Monday of each month, a meeting of the truant officers has been held at my office for consultation in respect to the performance of their duties; in accordance with the requirements of the regulations, a record has been kept of persons desiring to be candidates for the

office of teacher, with remarks respecting their qualifications, for the information of committees; the school statistics have been collated, compiled, and digested, for my own and other reports, without any clerical assistance; the calls for special services from committees of the Board, and from individual members, have been attended to; the usual courtesies have been extended to numerous visitors seeking information concerning our school system; many letters of inquiry respecting educational matters have been answered, and yet many for want of time remain unanswered; consultations with individual teachers have been, of course, very numerous; and no little reading and study have been required to keep up, in some degree, with the current thought and doings of the educational world. Without undertaking to enumerate all the ways in which my time has been occupied, I will only add in this connection, that with the utmost industry, I am unable to meet all the demands upon my time and attention, these demands having more than doubled since I came into office. I am expected to inspect the work of upwards of nine hundred teachers, and yet I have no assistant, no clerk, and no means of conveyance.

SUMMARY OF ATTENDANCE.

The following is the general summary of the attendance of pupils in all the public schools, during the half-year ending February 28, 1870, including the Dorchester schools: —

General Schools.	No. Schools.	Average Belonging.	Average Attendance.	Average Absence.	Per Cent of attendance.
High	5	1,355	1,305	50	96.2
Grammar.....	36	18,996	17,934	1,062	94.2
Primary	328	15,091	13,172	1,319	91.2
Totals.....	369	35,442	32,411	2,431	

Special Schools.	No. Schools.	No. Enrolled.	Average Attendance.	Average Absence.	Per Cent of attendance.
Licensed Minors'..	2	78	67	11	84.5
Deaf-mute.....	1	32	25	7	78.0
Evening High	1	142	83		
Evening.....	10	3,250	835		
Totals.....	14	3,502	1,010		

DORCHESTER SCHOOLS.

The annexation of the town of Dorchester, which took place in January last, brought with it a large territorial addition, and a very considerable increase to our number of schools, pupils, and teachers. The following is a summary of the statistics of the Dorchester system of schools, as contained in the last report of the committee of the town, for the year ending November 1, 1869: —

SCHOOLS.	Whole Number in School.		Average Attendance.		Per Cent. of Attendance.		Under 5.	Over 15.
	Sum.	Win.	Sum.	Win.	Sum.	Win.		
High.....	89	99	87	95	91	87	..	79
Grammar and Primary.....	2,058	2,019	1,579	1,578	86	87	36	97
Totals.....	2,147	2,118	1,666	1,673	av. 88	av. 87	36	176

The whole number of schools was ten; namely, one High school, seven District schools, comprising both the Grammar and Primary grades, and two Intermediate schools.

The names of some of the District schools have been changed since annexation. The following table shows both their original and their present names:—

Original Names.	Present Names.	Teachers March 1, 1870.		
		Male.	Female.	Total.
High	High.....	1	2	3
Everett	Everett, Dorchester.....	1	6	7
Mather	Mather.....	1	7	8
Gibson	Gibson.....	1	5	6
Bowdoin	Atherton	.....	2	2
Adams.....	Harris	1	6	7
Stoughton.....	Stoughton Intermediate..	.....	1	1
Washington	Stoughton	1	6	7
Winthrop	Codman.....	1	5	6
Norfolk	Tileston	1	2	3
		8	42	50

In addition to the regular teachers as indicated above, three special teachers were employed; namely, one in music, one in penmanship (male), and one in drawing (female).

The cost of maintaining the schools for the year ending March 1, 1870, was as follows: salaries, $35,552.47; fuel, $2,655.44; care of houses, $1,640.-22; furniture and repairs, $4,697.57; incidentals, $1,405.82; general expenses, $3,237.02; total, $49,-188.54.

A detailed statement of the statistics and organization of the Dorchester school system, as they existed at the time of annexation, has been inserted in the appendix to this report, for future reference.

At the meeting of the Board in January, it was voted, that, until otherwise ordered, the schools of Dorchester (Sixteenth ward) retain their present organization and text-books, and that the teachers employed therein receive, as compensation for their services, such salaries as they were receiving at the time of annexation.

Having made but one circuit of visits to the Dorchester schools, and that a very hurried one, I cannot speak of their condition with confidence. I was, on the whole, favorably impressed with what I saw. The accommodations are, in the main, good; some improvements, however, are very obviously demanded. A noble edifice for the use of the High School is nearly completed. An admirable Grammar school-house for the Tileston School was dedicated in December last. It gives me much pleasure to say

that the old-fogy element seems to me to be very nearly a minus quantity among the Dorchester teachers. If it turns out that my impression is correct, it will also be found, without doubt, that the schools of these teachers are, or will be, inferior to none.

PRIMARY SCHOOLS.

The average whole number belonging to the Primary Schools during the last half-year was, exclusive of the Dorchester schools, 14,307, against 14-038 for the preceding half-year, while the average daily attendance was 13,114, against 12,747, and the per cent of attendance was 91.5 against 90.9. The average whole number of pupils during the last six months, exclusive of Dorchester, was 423 less than it was during the corresponding six months of the preceding year, and yet the same number of teachers, 309, is employed. The average whole number belonging to the Dorchester Primary schools was 784; the average attendance was 658; the per cent of attendance, 83.7, and the number of teachers, 19.

The following table shows the number of Primary pupils in each district promoted to the Grammar Schools, March, 1870, and the average number of promotions to each school in the respective districts, exclusive of the schools in Dorchester:—

Districts.	No. of Schools.	Sent to Gr. Sch'l.	No. to a School.	Districts.	No. of Schools.	Sent to Gr. Sch.	No. to a School.
Adams	8	38	4.7	Lewis	9	54	6.0
Bigelow ...	14	113	8.0	Lincoln	8	61	7.6
Bowditch ..	11	86	7.8	Lyman.....	7	76	10.8
Bowdoin ...	9	48	5.3	Mayhew ...	10	73	7.3
Boylston ...	6	47	7.8	Norcross ..	12	106	8.8
Brimmer ...	13	86	6.6	Phillips ...	8	49	8.1
Chapman...	10	79	7.9	Prescott ...	9	68	7.5
Comins.....	21	147	7.0	Quincy	21	104	4.9
Dearborn...	16	74	4.6	Rice	7	46	6.5
Dwight	6	52	8.6	Shurtleff...	7	62	8.8
Eliot	16	111	6.9	Washington	12	68	5.6
Everett	10	73	7.3	Wells.....	12	82	6.8
Franklin ...	6	52	8.6	Winthrop ..	9	103	11.4
Hancock ...	19	132	6.9	Training ..	3	19	6.3
Lawrence ..	10	84	8.4	Totals....	309	2,183	7.0 av.

The number of pupils promoted to the Grammar Schools averages *seven* to a school. By inspecting the table, it will be seen which districts fall below this average and which rise above it. If we compare the whole number of pupils promoted with the average whole number belonging, we find the ratio about one to six and a half. This comes up very near the standard proportion, which is one to six. The course being three years, and the promotions being made semi-annually, it is obvious that if at each examination one in six is promoted, the average

period spent in the Primary Schools will be no more than that laid down in the regulations, namely, three years.

The following table shows the average number of Primary pupils in each district, exclusive of the Dorchester schools, and the *average number of pupils to a school, or teacher, during the last half-year:* —

Districts.	No. of Schools.	Whole Number.	No. to a School.	Districts.	No. of Schools.	Whole Number.	No. to a School.
Adams	8	414	51.8	Lewis	9	390	43.3
Bigelow ...	14	727	51.9	Lincoln	8	386	48.2
Bowditch ..	11	418	38.0	Lyman.....	7	358	51.1
Bowdoin ...	9	365	40.5	Mayhew ...	10	408	40.8
Boylston ...	6	313	50.5	Norcross...	12	594	49.5
Brimmer ...	13	524	40.3	Phillips	8	296	37.0
Chapman ...	10	469	46.9	Prescott ...	9	428	47.5
Comins.....	21	1,103	52.5	Quincy.....	21	706	33.6
Dearborn ..	16	848	53.0	Rice	7	281	40.1
Dwight	6	292	48.6	Shurtleff ...	7	386	55.1
Eliot	16	748	46.7	Washington	12	616	51.3
Everett	10	497	49.7	Wells.....	12	517	43.1
Franklin ...	6	323	53.8	Winthrop ..	9	402	44.7
Hancock ...	19	905	47.6	Training ...	3	120	40.0
Lawrence ..	10	473	47.3	Totals ...	309	14,307	46.3 av.

It appears, from the above table, that the average number of pupils to a school is a little rising *forty-six*, three less than the new standard, and ten less than the old standard. It will be observed, also, that

the number of pupils to a teacher in some districts is about *twenty* less than in others.

Speaking in a general way, it may be truly said, I think, that our Primary Schools are in a good condition. It is not easy to perceive just what the actual progress of the whole department is, from year to year. It would not be difficult to name certain individual schools which are evidently better now than they were a year ago. Others could be designated which do not seem to change either for better or for worse; such as they were, they are. Then there are a few, probably, which, owing to some unfortunate circumstances, have seemed to deteriorate. But, looking over the whole field, and comparing these schools as they now are with what they were a dozen years ago, the progress that has been made is not only evident, but surprising. This improvement has cost much effort. It is, of course, all due, primarily, to the wise action of the Board; but there have been teachers, and there are now teachers, who have, by their example and influence in favor of progress, merited the highest commendation.

Several years ago, an order was passed by the Board, authorizing the district committees to introduce into the schools of their respective districts, Leigh's phonic system of teaching the first steps of reading, making use of the phonic charts and Hillard's first and second readers, printed in the pronouncing type. In the Lincoln district the experiment was immediately commenced. In the course of six

months or a year, several other districts followed the example of the Lincoln. The experiment has been, I believe, generally successful. In some cases, the results attained have been very remarkable. One year ago I referred with commendation in my report to the extraordinary success of a teacher at East Boston, in teaching the first steps in reading, by the phonic method, but without using Dr. Leigh's pronouncing type. The success in that case was clearly the best I had then seen. But I have now to report that it has been surpassed by Miss Catherine A. Dwyer, of the Lawrence District, who has made use of Dr. Leigh's system. I examined her class, in company with the master of the district, near the close of the month of February. It consisted of about fifty boys, between five and six years of age, from homes little calculated to develop their intelligence. During the six months, these pupils had read the first reader, and eighty-five pages of the second; an amount of reading exceeding what the programme requires during a year and a half. They had been taught to spell by sound, for this is the very process of the method of phonic reading, but they had not been taught to spell by naming the letters, either on the book, or off. Indeed, they had not been taught the names of the letters; but on examination I found that they knew them. Each individual pupil was examined on a piece taken at random in the second reader, and they read with but little hesitation. Five or six of the best boys were tried on a piece in the second reader, beyond where they had been taught,

which they read quite well. They were then tried on a new piece in the same book, printed in the common type, which they read with considerable fluency. Such results in teaching the first steps in reading I had never before witnessed in any school whatever, and they certainly afford strong evidence in favor of the new pronouncing type. I am happy to be able to put in this evidence in favor of the pronouncing type which Dr. Leigh has taken so much pains to perfect and make known. But whatever may be thought of the system employed by Miss Dwyer, it seemed to me, as I saw her handle her class, that there could be no difference of opinion as to her skill in teaching. She is undoubtedly a teacher of the right type; for in achieving this extraordinary success in teaching reading, she did not neglect any other branch. In fact, everything in the programme seemed to be equally well taught. She handled object teaching in an admirable manner, although she had never enjoyed the advantages of a normal or training school. Her whole heart seemed to be in her work, and this goes far to account for her success.

GRAMMAR SCHOOLS.

The average whole number of pupils belonging to all these schools, including those in Dorchester, during the last half year, was 18,996; the average attendance was 17,934, and the per cent of attendance, 94.2. The whole number on the roll at the end of February, not counting the Primary pupils already accepted for

promotion, was 18,808. The whole number of regular teachers in this department at this time is 430: males 63, and females 367. Besides these, there are twenty special teachers; namely, one in physical and vocal culture, four in vocal music, one in writing [in Dorchester], and thirteen in sewing.

The classification of the pupils by grades, excluding the Dorchester schools, is as follows:—

Number of pupils in the 1st class,	1,270
" " " 2d "	1,763
" " " 3d "	2,687
" " " 4th "	3,076
" " " 5th "	3,854
" " " 6th "	5,096

The clasification of the pupils by ages, excluding the Dorchester schools, is as follows:—

Under eight years of age	65
Between eight and ten years	2,958
Betwen ten and twelve years	6,154
Between twelve and fourteen years	5,662
Between fourteen and fifteen years	1,858
Over fifteen years	1,049

About *seven per cent* of the pupils in the Grammar Schools are found in the first class, while about *twenty-eight* per cent are in the sixth class. A table has been inserted in the appendix showing the classification of all the schools in detail. In this table it will be seen that the schools differ very considerably in respect to the proportion of pupils in the highest and lowest classes. A large first class is an indication of

merit in a school; and a small sixth class is another good sign. The column in the table above referred to, showing the number of pupils over fifteen years of age, deserves attention. A large number of boys over fifteen in a Grammar School does not seem to me to be a good thing. They should go forward to the High School at an earlier age.

The Programme. — Since the beginning of the present school year very marked progress has been made in carrying out the requirements of the *new course of study* for the Grammar Schools. During the months of December, January, and February, I devoted as much time as my other duties would permit to the inspection of the Grammar Schools, and especially to the examination of the divisions of the sixth class, with a view to ascertain the practical workings of the new programme. This grade was selected because it was precisely here that some imagined the requirements to be impracticable, and it was at the bottom of the department that the beginning of the new plan should first be made sure.

I cannot commend indiscriminately the teaching in all the rooms I visited. There were some teachers who seemed wedded to the old routine, who had no faith in the new requirements, who were still working the treadmill, — keeping their pupils in motion, without carrying them forward as fast as they ought to go. Many teachers were doing very well in a part of the studies, while in others, they were more or less deficient. In some classes, there was a uniform excellence in all the branches. Not unfre-

quently I was agreeably surprised by some admirable result. In almost every case the teachers manifested a commendable spirit. On the whole, I was greatly encouraged by what had been accomplished. The needed improvement is well begun. Most of the teachers of the sixth class have already proved themselves capable of teaching in a rational and profitable way. What I wish now to advise them especially is, *to carry along at the same time all the branches required by the programme.*

I find that teachers look into reports to find specific criticisms and suggestions, and accordingly I will here set down some hints drawn from my notebook and memory: —

1. The reading is generally satisfactory, but in conducting this branch, teachers seemed inclined to spend too much time in explaining the sense of the pieces, and in elocutionary drill. These things are not to be neglected, but they are not to be the principal things *at this stage.* There are certain lessons designated in the programme to be studied by the pupils and explained by the teachers; and if these pieces are properly taught, the pupils will be so trained that they will pay attention to the meaning of other pieces read by them. But during the first and second steps in the course, the chief, not the only, aim should be to teach correct pronunciation, distinct articulation, and fluent utterance of the words of the printed page — any printed page. They will make many mistakes at first, but their errors must not be too sharply criticised. What the blundering

little reader most needs in many cases, to help him surmont the difficulties, is encouragement and not rebuke. He conquers who believes he can. Give him more practice; let him read a page, and not point out to him one in ten of the mistakes he has made. The child who makes mistakes through sheer carelessness, must be treated somewhat differently. He should be stopped, and made to feel that he must take pains. The good teacher learns to discriminate. There can be no good teaching without good discrimination. In fact, it would not be very wide of the mark to say that good teaching is good discrimination.

2. The spelling-book is the symbol of popular education, and justly so, for it is the first word-book, and words are the medium of all teaching. Normal schools would do a good thing if they would teach their pupils how to use the spelling-book in the school-room. The greatest blessings are liable to the greatest abuses. No school-book in these latter days has fared so hard as the dear old spelling-book. In the first place, the book-makers have metamorphosed it into an ugly shape. Most modern spelling-books that I have seen ought to be entitled "spelling made repulsive." But the great antagonist of the speller has been the modern educational maxim, "Ideas before words," a maxim which is good within certain limits, but which is bad outside those limits.

But the spelling-book is probably destined to a great longevity. The witty description of it, as a collection of nonsense columns, did much to cause its

neglect for a time. But that *bon mot* has lost its power, and the spelling-book is regaining favor. Still, there are those who regard it as a necessary evil. For one, I value the spelling-book, and its right use in school I regard as very important. The *reading* of the spelling-book as a preparation for *study*, and to some extent a substitute for it, is working well, where it is well done. I do not like much simultaneous reading, or pronouncing by the teacher for the pupils. If a pupil, in his turn, fails, the class might be called upon. By reading is meant spelling on the book,—naming the letters and syllabicating. The skilful teacher slides rapidly over the easy words, or omits them altogether, and gives the time to the harder words, not the hardest list, until all the rest have been gone over. What a waste of time to set a pupil to *study* a spelling lesson, the words of which he cannot pronounce! It should be remembered that pupils learn spelling mainly by *practice*, and not by *studying* the lessons assigned. The teacher who would get along well with the spelling-book, should occupy much time in reading and spelling the lessons, and little in study, and not be annoyed by failures in these early stages.

3. The writing books look very well; in fact, they look too well for the books of beginners. Trial paper seems to be too much used for practice, the copy-book being kept for a sort of specimen book for show; the result is, that the pupils generally have not gone over ground enough. I am almost upon the point of reporting here the small number

of pages written in the writing books in certain schools during six months. The requirements of the programme in regard to this branch are, however, carried out in schools enough to prove their practicability and utility, and I trust there will be no exceptions hereafter. I am asked, Is it quantity you wish for, and not quality? I reply, that I want a fair share of both. Children should be taught to write with reasonable care, but they must not be expected to form letters perfectly at first. They need varied practice on elements, letters, words, and sentences, at an early stage.

In the upper classes, there seems to be too much time spent on formal writing lessons. Formal writing and formal spelling should occupy very little time in the graduating class. How preposterous to drill our pupils, at the age of fourteen or fifteen, on spelling, until they can get ninety-nine per cent on hard words, while they know little or nothing of the elements of science!

4. Those schools pleased me best in arithmetic where most attention was paid to *practical* questions. In nearly all the lower classes by far too much time is spent on questions involving large abstract numbers. It is a wretched waste of time to keep young children a long time on the addition of long columns of large abstract numbers. It is a mere mechanical operation, and does nothing towards making the pupils *intelligent* on the subject of arithmetic. How long should the pupils in the sixth class be instructed in numeration before they begin addition? About

fifteen minutes. The instruction in writing and reading numbers should be taught incidentally, as they seem to be needed. If you admit the absurdity that you must begin addition by dictating numbers as high as hundreds of millions to be added, I grant that numeration must first be taught. The aim in teaching arithmetic should be to make children intelligent on the subject, and the best way to do this is to give them plenty of practical problems, graduated to their ability, and then afford them the requisite assistance in solving them, and no more. The text-book is of not much use, where the teachers are competent, except as a repository of appropriate problems. In our Boston schools, there should be no teacher who is not capable of teaching the subject of arithmetic without relying upon the book.

5. In my next visits, I hope to see a great improvement in teaching the required oral lessons. But perhaps I should state my hope in a different way. I really have no great fault to find with what I saw of oral teaching, but what I complain of is that it was too generally neglected. What is the necessity of allowing many months to pass before beginning?

6. I love to see order and beauty, and therefore I am pained to see a higher kind of order and beauty sacrificed to a lower kind. Pupils, seated according to their size, present to the casual observer a pleasing spectacle. If one desires to see an order and beauty of this sort, on a large and splendid scale, he can see it in one of the great schools of New York.

I saw there, in a fine hall, a thousand pupils arranged on their settees with the strictest regard to their height. The effect is charming. I see a tendency to imitate this spectacle on a small scale in our school-rooms. But where this is done, a true and useful order is sacrificed to an order of no practical utility to the children. They are not sent to school to be made a show of, but to be instructed. There is great advantage in seating pupils according to their character and temperament. The nervous, active, excitable pupil should be seated in the back part of the room, while the sluggish and lazy should be as near as possible to the teacher. The short-sighted should, of course, be seated where they can see the black-board. Then, judgment and ingenuity should be used in placing the honest and the dishonest pupils in appropriate places. All this is not to be told the pupils. It is not necessary, in most cases, that the pupils should know the teacher's reasons for assigning their seats. It is enough if they have a general confidence in the teacher's endeavors to do the best thing for all. The pupils of a school are seated in the true order where they are arranged solely with reference to their discipline and instruction. This may seem to some a small economy, but it is the sum of small economies which produces the grand results.

SCHOOLS FOR LICENSED MINORS.

There are two schools of this kind, one in North Margin street, and one in East street. The average

number belonging during the last half-year was 78, and the average attendance 67, the per cent of attendance being 84.5. The attendance at these schools has not quite held its own during the past year; but it is believed that, in other respects, they have gradually improved from the time of their establishment. In my last report I called attention to the fact that the efficiency of these schools was impaired for want of a vigorous execution of the rules adopted by the Board of Aldermen to regulate the granting of licenses to minors. This evil has been in a measure remedied by the Chief of Police. The internal management and instruction of the schools, under the jucidious supervision of their Committee, have been very satisfactory. The plan on which they are based is undoubtedly a good one, and I trust it will be steadily adhered to, and carried out by the harmonious coöperation of the Committee, the police department, and the truant officers.

HIGH SCHOOLS.

The average whole number of pupils belonging to these schools during the last *half-year* was 1,355, the average daily attendance was 1,305, and the per cent of attendance, 96.2. The number belonging to the High Schools is a little less than *four per cent* of the whole number belonging to all the schools.

The relations between our High and Grammar Schools are probably at this time as harmonious, or, to speak more exactly, as little antagonistic as they have ever been. But there is evidently not that cor-

dial coöperation between them which ought to exist. There is more or less prejudice and injustice on both sides. High School teachers are apt to expect too much of their pupils, and to attribute their imperfections to the bad management of their former instructors. The Grammar School teachers, on the other hand, too often depreciate the character and management of the High Schools. They are not unfrequently dissatisfied with the results of the examination for admission, objecting to certain classes of questions, and complaining now that candidates unqualified and unrecommended are admitted, and now that their favorite scholars are rejected. Nothing, indeed, is more evident than that there is a feeling of antagonism between these grades of schools. Both parties appear to me to be, to a great extent, wrong in this matter.

The practical result of this conflict of views and feelings is, that many pupils are deprived of a High School education. If a perfectly good understanding between these parties should come to replace the existing *quasi* hostility, the number of High School pupils would soon be largely increased. As a remedy for this evil, it has been proposed to transfer the examination from the High Schools to the Grammar Schools. Much might be said in favor of allowing all graduates of the Grammar Schools to enter the High Schools, provided the District Committees are, as now, permitted to award the diplomas. But the plan of subjecting all the candidates, in nearly forty separate schools, to a simultaneous examination

on the same set of questions, as a test of qualification for admission, is beset with very grave practical difficulties.

For one, I am not sanguine enough to expect a perfectly harmonious and cordial coöperation between the High and Grammar Schools. Something, however, may be done to promote it. One practical step in this direction I venture to suggest. It is to modify the plan of examination for admission so far as relates to the preparation of the questions to be used. It is obvious that a pupil who has fairly completed the prescribed course of the Grammar Schools ought to be admitted to any one of our High Schools. Let, then, the examination be based on this assumption. Let the Chairman and masters of the several High Schools in conjunction, take the programme of studies for the first class of the Grammar Schools, and prepare questions on *all the branches* therein prescribed, which shall be of a character suited to the attainments of pupils who have fairly accomplished the work required. I should like it if the Grammar masters could have a voice in determining the value to be assigned to each branch in the scheme of marking the answers. Before the programme was adopted, of course such a plan was impracticable, for nobody could tell what was meant by the completion of the Grammar School course, but now that there is a definite standard for graduation at the Grammar Schools, it is obviously reasonable to take that standard for admission to the High Schools, and to take it as a *whole*, not omitting half of the branches.

Pupils in the Grammar Schools ought to be taught without reference to High Schools. They should be taught what is best worth knowing, up to a given age, and then they should, if they desire it, be permitted to pass to the higher grade of instruction. And the examination to which they are subjected ought not to be based on the ideal standard of qualifications which the principal of any one of our five High Schools may happen to have conceived as best, but on what is actually required by the regulations to be taught in the Grammar Schools.

LATIN SCHOOL.

The average number of pupils belonging during the last half-year was 242; and the average attendance was 232. These pupils have been taught by one head-master, two masters, four sub-masters, and one special teacher of French, and one in military drill. In my last report, reference was made to the creditable number in the graduating class of 1869; but the number in the class on its entrance was not mentioned. It appears, however, on inquiry, that in 1863 ninety-one boys entered the class which graduated at the regular time in 1869, when thirty boys entered college in addition to twenty-four others who entered the school on that or some subsequent year, and went to college from the school, making fifty-four in all. That is, of the boys who were admitted to the school in 1863, and in subsequent years, fifty-four have entered college.

As it is desirable that the character and objects of

this important school should be known as they are by this community, I quote here the sketch of its course of study, which I submitted to the Special Committee on High School Education: —

"The Latin school is the oldest school in the city, if not in the country, having been instituted in 1635. It has always been a classical school, having for its chief function to fit boys for college. It is not designed as a finishing school; it is essentially a preparatory school, and as such its course of study is laid out with reference to the requirements for admission to the higher institution to which its graduates are destined. As most of its graduates go to Harvard University, the Harvard examination for admission naturally becomes the standard of scholarship at which the school aims.

"Boys may be admitted to this school at the age of ten years. The first year is divided between the Latin Grammar and Latin Reader on the one hand, and the elementary English branches on the other; namely, geography, arithmetic, reading, spelling, English grammar, penmanship, and declamation. The progress usually made during this year, in the English studies, in addition to what is done in Latin, is much greater than is made by boys of the same age in the Grammar Schools.

"During the second year, these English studies are continued, in connection with Latin, written translations being required as exercises in English composition. Ancient geography is also commenced this year, and continued during the remainder of the course. In the third year, the English branches are continued, much time being devoted to them; Latin is also continued, French is begun, and during this and succeeding years, the pupils have in it two recitations a week to their regular instructors, and three exercises in pronouncing, reading, and speaking French, with a native French teacher, making for their course in this language an aggregate of about eight hundred recitations and exercises. In this year, a beginning is made in the Greek language, with the use of the grammar and first lessons.

"In the fourth year all the studies of the third year are continued, and Algebra and English Composition are added.

"During the fifth year, the studies of the fourth year are continued, except Arithmetic, and the elements of history and translations from English into Latin are added.

"In the sixth and closing year, less attention is paid to the English branches, and more to the languages. Composition is required in Latin, Greek, and French. Special instruction during this and preceding year is given in the derivation of words in the four languages studied. Geometry takes the place of algebra, and ancient history is added.

"Such is substantially the regular course for boys who enter at from ten to twelve years of age, with little proficiency in the English branches.

"But provision is also made in special classes to meet the want of pupils who enter at a later age, having already acquired a competent knowledge of the elementary English branches. Pupils of this description are permitted to devote themselves exclusively to the study of Latin and Greek; and thus they are enabled to fit themselves for admission to college in four, three, or two years, or even in one, if their ability and industry are equal to the task.

"Thus it appears that the system of instruction in this school is adapted to meet the wants of all classes of pupils who desire instruction in the classical languages preparatory to admission to college, and that it imparts at the same time, to those who need it, a knowledge of the essential branches of an English education, and of the French language.

"Such a system of education not only affords the requisite preparation for college, but it is thought by some intelligent parents to afford the best training for boys, destined, not for a professional career, but for business pursuits."

English High School. — The average number belonging during the last half-year was 357, and the average attendance was 350. The whole number at the beginning of the school year was 375, and the present number is 348. The first class, consisting of

sixty-one members, is taught in two divisions, by the head-master, one master, and one sub-master; the second class, consisting of one hundred and seven members, is taught in three divisions, by three sub-masters; and the third class is taught in five divisions, by two masters and three sub-masters. Drawing is taught in all the classes this year, for the first time, one special teacher of drawing being employed exclusively in this school. A special teacher of French is employed to teach pronunciation in all the classes. Military drill is taught by a special teacher.

The number of pupils in attendance is larger than it has ever been before, since the school was established. Three divisions are colonized in the primary school-house on Harrison avenue. Although the number of pupils has been considerably increased during the past five or six years, it is still less than it should be, and less than it would be, if the boys were sent up from all the Grammar schools at the proper age. In view of the insufficiency of its accommodations, it is obviously time to consider the question of securing a lot and erecting a new building for its use.

Girls' High and Normal School. — The average number belonging, including the Training Department, during the last *half-year*, was 454; the average daily attendance being 432, and the per cent of attendance, 95. The increase in the average number belonging during the year has been 68, which is believed to be the largest increase that has occurred in any one year since the school was established.

The school is taught by one head-master, one head-assistant, and thirteen assistants, and a superintendent and assistant in the Training Department, one special teacher in chemistry, one in vocal music, one in drawing, one in German, and one in French.

Of course, with this increase of members, the inconvenient building which the school occupies has become proportionately intolerable. But we are permitted at length to rejoice in the near prospect of relief. At the beginning of the next school year, the spacious and superb edifice on Newton street will be ready for occupancy. It is to be regretted, perhaps, that its location is not more central in regard to the present population, but the building itself is as much above the ordinary standard of school accommodations as the Mason street school-house is below it. I regret to observe that a considerable number of pupils under age have been admitted within the last two or three years. The effect of this is to encourage the Grammar masters to promote to their graduating classes the very bright and precocious young girls, instead of the older but less brilliant ones, who are thus unjustly deprived of the privilege not only of entering this school, but even of graduating at the Grammar schools.

The Training Department is very full, and not a few applicants for admission were rejected for want of room to accommodate them. The average attendance for the last half-year was 54. The school is doing a good work. The efficient superintendent and her faithful assistant are laboring with great

zeal and earnestness in training and instructing the pupil teachers under their charge. But I regret to say that, although the utility of the school has been fully demonstrated, it is still laboring under serious difficulties. Its accommodations are wholly inadequate to its wants; it is obliged to admit more or less pupils who can never, by any training, become teachers such as our schools demand and ought to secure; it has no power to dismiss those who prove themselves incompetent; it rarely gets the very best graduates of the Girls' High and Normal School, for the reason that they find ready employment without resorting to the Training Department; and finally, the competent graduates are not provided with places as they should be.

Highlands High School.— The average whole number belonging during the last half-year was 188,— boys 61, and girls 127; the average daily attendance was 182, and the per cent 97. This school is taught by one head-master, one head assistant, three assistants, one special teacher in French, one in drawing, one in music, and one in military drill. The *status* of this school in our system of public instruction, which probably, through some inadvertency, has not yet been set forth in our regulations, appears from the following order, which was adopted by the Board May 12, 1868: —

"*Ordered*, That from the commencement of the next school year, until otherwise provided for, the school in the Southern District, known as the Roxbury High School, be continued under

its present organization, and that the present course of study be also continued until otherwise ordered; and further, that the salary of the assistant teachers [female] of the third division of this school be at the rate of fifteen hundred dollars per annum, provided that the third division continues organized as at the present time, and under the charge of the present incumbent."

It was also provided that the salary of the head-master should be the same as that of the other head-masters of High schools.

The course of study referred to in the above order, and the text-books authorized in this school at that time, were as follows: —

FIRST YEAR.

1. Review of Preparatory Studies.
2. Arithmetic, — Greenleaf's National, and Colburn's First Lessons.
3. Algebra, — Sherwin's.
4. Geography, — Zornlin's Physical.
5. History, — Quackenbos's finished; Worcester's, commenced.
6. Physiology, — Coming's, commenced.
7. Grammar, — Kerl's Common School.
8. Composition and Rhetoric, — Quackenbos's.
9. French, — Otto's Grammar, Le Grand-Père.
10. Penmanship.
11. Drawing.
12. English Literature.

SECOND YEAR.

1. History, — Worcester's, finished.
2. Algebra, — Sherwin's.
3. Geometry, — Legendre's.
4. Composition and Rhetoric, — Quackenbos's, continued.
5. English Literature and Biography, — Cleveland's Compendium.

6. French,— Le Grand-Père.
7. Book-keeping,— Hitchcock's.
8. Constitution of the United States,— Sheppard's.
9. Latin,— (voluntary).
10. Drawing.

THIRD YEAR.

1. Algebra and Geometry, finished.
2. Trigonometry, with its applications to Surveying, Navigation, Mensuration, etc.
3. French, continued.
4. Natural Philosophy.
5. Astronomy,— Olmsted's.
6. Moral Philosophy,— Wayland's.
7. Rhetoric, finished.
8. English Literature.
9. Latin.
10. Botany.
11. Drawing.

For the pupils who continue in the school the fourth year, the course of study shall be as follows:

1. Latin.
2. French.
3. Mental Philosophy.
4. Moral Philosophy.
5. Chemistry, Geology, Mineralogy, etc.
6. English Literature,— Standard Authors.
7. Drawing.
8. Review of Grammar school studies, with special reference to Teaching.

The several classes shall have weekly exercises in composition, reading and declamation.

The instructors shall pay particular attention to the penmanship of the pupils, and give constantly such instruction in spelling, reading, and English grammar, as they think necessary to make their pupils familiar with the fundamental branches of a good education.

Military drill shall constitute one of the regular exercises for the boys, and the girls shall receive instruction in gymnastics and calisthenics.

Dorchester High School. — The average whole number belonging during the last *half-year*, was: — boys 40, girls 74, total, 114. The average attendance was 109, and the per cent 95. The teachers are, one head-master, one head-assistant, two assistants, one special teacher in drawing, one in vocal music, and one in French. The whole number of graduates at the close of the last school year was twenty-three, of whom one was of the four-years' course, twenty-one of the three-years' course, and one of the classical course.

Roxbury Latin School. — The average whole number belonging during the last *half-year* was 77; the average daily attendance, 73, and the per cent 95. The teachers are a master, a sub-master, and a female assistant. This is a free, unsectarian school, and is convenient for the pupils in the southern section of the city.

OBEDIENCE TO THE REGULATIONS.

There seems to be a tendency to multiply regula-

tions respecting the details of school management and instruction. Would it not be better to think more of providing means for securing a faithful compliance with existing rules? Would not our schools be more satisfactory if the regulations were more strictly obeyed by all teachers? What right has a teacher to be ignorant of the provisions of the regulations which relate to his duties? Or if he is not ignorant of them, what right has he to disregard them? But perhaps a teacher does not approve of certain requirements; what then? Shall he presume to neglect them? Teachers are not at all responsible for the character of the regulations, unless they have been adopted by their advice; it is their duty to carry them out in their true spirit.

It is the duty of the principals to see that their subordinates observe the regulations. This is one of their most important functions. The principal who permits his subordinates to disregard the requirements of the regulations, thereby becomes himself a participator in the delinquency. The first regulation in our school code is this: "All teachers in the public schools are *required* to make themselves familiar with these Regulations, especially with those which relate to their duties, and to the instruction and discipline of their schools, and to see them faithfully observed." Obedience to this involves obedience to all, and therefore it has been very properly given the most conspicuous place. I would say to every teacher, "Do your best to obey this injunction; it is your interest as well as your duty to do so."

I speak with some earnestness on this topic, because I believe that the existing evils and defects of our schools are mainly owing to the fact that our regulations are not sufficiently observed. Most of the just complaints of parents that come to my knowledge are caused by disregard of the regulations on the part of teachers.

EXPERIENCE IN TEACHING.

The increase in the salaries of our teachers at the beginning of the second year of service is intended, probably, as an equivalent for the experience gained. I do not object to this provision; its aim is obviously just and proper. Why should the apprentice be put on the same footing with the skilled workman? But it is practically very difficult, in a great system of schools, to mete out the stipend of teachers in exact proportion to the value of their services. Were the salaries to be graduated according to the progress of teachers in acquiring skill, what a metamorphose would the pay-roll have to undergo! Some teachers would get increased pay each month, and some, I fear, would very soon reach their maximum.

It is obvious to the most superficial observer that the value of experience is not measured by its length. I am told, as a recommendation of a certain teacher, that he has had ten years' experience. But, I ask, has he had ten years' experience in the true meaning of the word; or has he merely floated with the current, mechanically doing to-day what he did yesterday, the same old thing over and over again,

discarding no errors, adopting no improvements? What trials, proofs, tests, experiments, observations has he made? What instruction and enlightenment, what practical acquaintance with his business, has he acquired? "To most men, experience is like the stern-lights of a ship, which illumine only the track it has passed." To the wise, experience is the mind's eye to look before and choose the right way. Bacon's precepts in this regard are pure gold: "In the discharge of thy place, set before thee the best examples, for imitation is a globe of precepts; and after a time set before thee thine own example, and examine thyself strictly, whether thou didst not best at first. Neglect not also the examples of those that have carried themselves ill in the same place, not to set off thyself by taxing their memory, but to direct thyself what to avoid." Roger Ascham, the author of the first, the best, and almost the only educational classic in our tongue, gives us the brightest example in his own practice, and the wisest precepts in his books. His experience was so fruitful, because it was enlightened by so much knowledge. He knew what Plato had to teach him concerning the principles of his art; he knew well what all the wise Greeks and Romans had said about education. Summing up the doctrine of experience, he says: "Surely, long experience doth profit much, but most, and almost only, to him that is diligently instructed with precepts of well-doing. Learning teacheth more in one year, than experience in twenty. Every craft and science standeth in two things: in knowing of his craft, and

working of his craft,— for perfect knowledge bringeth a man to perfect working." The same doctrine is implied in Chaucer's well-known verse, which paints the true teacher in nine happily chosen words: "Gladly would he learn, and gladly would he teach."

The more liberal the teacher's education, the more skill he acquires by experience. On the one hand, he is more able to deduce sound maxims from the facts which come under his observation, and on the other hand, he is more capable of applying general principles to the practical business in hand. Some teachers would have us think that their success, such as it is, is wholly due to their own unaided experience. They plume themselves on their originality. They neither read educational books, nor visit schools, nor condescend to mingle in professional debates. These teachers are not to be envied or imitated.

But here is another teacher who is picking up all good things that other teachers know, and is reading what the wisest educators are saying, and is ever pursuing some branch of learning or science. To this man, experience is like the head-light of the locomotive, which illumines the track far before it. The teacher's library is not a bad index of the value of his experience. What books and pamphlets has he felt it necessary to buy, and what does he read?

Prof. D'Arcy W. Thompson, in a course of lectures at the Lowell Institute, a year or two ago, in describing his experience as a school-master, says: "I went to school day after day to learn; for school I had been always brought up to consider a place for

learning. I divined, as correctly as I could, the condition of the average boy-intellect around me, and went with it through every phase of puzzlementry, curiosity, intuition, reflection. I learned every lesson set my pupils; I read it, marked it, and inwardly digested it. I was not so much a master of boys as a student with fellow students. Whatever kind of work appeared to me on reflection or experiment as unhealthy, passed over rapidly, or omitted altogether."

Such an unheard-of innovation in dealing with boys brought down upon him the criticism of his associates and governors. But he persevered in his progressive course, and at length his merits were recognized, and as a reward, to use his own phrase, "he was kicked up stairs" to a desirable professorship.

Our subordinate male teachers have a very obvious motive for endeavoring to profit by their experience. They are candidates for a competition, where, as all agree, the best ought to win. But for the masters and the mass of female teachers, the love of well-doing is the chief motive for trying to make the most of experience. It is true there is the ordeal of the annual election to be passed, but everybody knows that practically it is to the teachers of Boston no ordeal at all. It is only a formality of counting votes, and a question of unanimity or the loss of one or two votes; although it may be that to some sensitive natures such a loss would be a veritable calamity. But the teacher of the true stamp needs no outside

stimulus. His motive power is in his own disposition. Each day he turns over a new leaf. He is thankful for every morning, chiefly because it affords an opportunity to try to avoid the errors of the preceding day. To such an one, every new day is his best day. And so he may go on acquiring practical wisdom by experience, and gaining in power to instruct and mould the characters and minds of his pupils, not merely until middle age, but until threescore years and ten.

TRUANCY.

The city is divided into ten truant districts, one truant officer being assigned to each district. These officers are appointed by His Honor the Mayor, and they are expected to give their whole time to the investigation of cases of truancy reported to them by the teachers of their respective districts, and in securing the attendance of absentees; that is, children whose names are not enrolled in the schools, and who are, therefore, not technically known as truants. Eight or ten years ago, I submitted to the Board two Special Reports, embodying a history of the legislation in this State and city in respect to truants up to that date, and giving a detailed account of the whole machinery of the system as carried out in Boston. Since that time the number of officers has been increased in a greater ratio than that of the increase of pupils in our schools, so that they are able to render more assistance to the teachers in securing attendance. The system is working at this

time, on the whole, very satisfactorily. The officers are efficient and faithful. Having been acquainted with the operations of the system from its origin, it is to me very evident that the success of the system depends almost wholly upon the character of the officers. To insure the highest success in his useful vocation a truant officer must be not only faithful and efficient, but humane and benevolent in his disposition.

It should be distinctly understood by teachers that the responsibility of preventing truancy does not rest wholly or mainly with the truant officers, but with themselves. By kind, firm and skilful management of their pupils, they are expected to maintain a fast hold upon them, and to create and keep alive among them a wholesome public sentiment in favor of regular attendance, and against absence except for good cause. The services of the truant officers are not to be regarded as a substitute for the efforts of teachers to prevent truancy, but only as a supplementary instrumentality, to be employed in reaching the cases which the teachers are unable to manage alone.

Respectfully submitted,

JOHN D. PHILBBICK,
Superintendent of Public Schools.

March, 1870.

TWENTY-FIRST SEMI-ANNUAL REPORT.

To the School Committee of Boston:

GENTLEMEN, — In conformity with the requirements of your regulations, I respectfully submit the following as my Thirty-third Report, the Twenty-first of the semi-annual series.

SUMMARY OF STATISTICS,

FOR THE SCHOOL YEAR ENDING AUGUST 31, 1870.

I. POPULATION.

Population of the city, U. S. Census, 1870 . .		250,701
Number of persons in the city between five and fifteen years of age, May 1, 1870		46,301
Increase for the year * . . .	3,677	

* The annexation of Dorchester gave 2,046.

II. SCHOOLS.

Number of districts into which the schools are grouped for supervision		30
Increase for the year	3	
Number of High Schools		5
Latin School, for boys,		
English High School, for boys.		
High and Normal School, for girls.		
Highlands High School, for boys and girls.		
Dorchester High School, for boys and girls.		
Increase for the year	1	
Number of Grammar Schools		36
For boys, 10 ; for girls, 10 ; for boys and girls, 16.		
Increase for the year	8	

Number of Primary Schools for boys and girls .		323
Increase for the year	16	
Number of schools for Licensed Minors . . .		2
Schools for Deaf-Mutes		1
Whole number of day schools		367
Increase for the year	26	
Number of Evening Schools		11
Increase for the year	1	
Whole number of day and evening schools . .		378
Increase for the year	27	

III. SCHOOL-HOUSES.

Number of school-houses for High Schools . .	4
School-rooms, 28; halls, 4; seats, 1220.	
Nnmber of school-houses for Grammar Schools .	36
School-rooms, 414; halls, 30; seats, 22,854.*	
Number of school-houses for Primary Schools belonging to the city now occupied	67
School-rooms 333; seats, about 18,000.	
High School divisions in Primary School-house .	3
Grammar School divisions in Primary School-houses	17
Grammar School divisions in hired buildings . .	3
Primary Schools in Grammar School-houses . .	9
Primary Schools in Ward-room	1
Primary Schools in hired buildings	17
Number of Ward-rooms in Grammar School-houses	2
Number of Ward-rooms in Primary School-houses	5

IV. TEACHERS.

Number of teachers in High Schools . . .		55
Male teachers, 30; female teachers, 25.		
Increase for the year	11	
Number of teachers in Grammar Schools . .		466
Male teachers, 70; female teachers, 396.		
Increase for the year.	46	

* Dorchester buildings reckoned as Grammar School-houses, with an average of 50 seats to a room.

Number of teachers in Primary Schools . . .	324
Male teachers, 1; female teachers, 323.	
Increase for the year 15	
Number of teachers in the schools for Licensed Minors, females	2
Number of teachers in Deaf-Mute School, females .	4
Number of teachers in Evening Schools . . .	99
Male teachers, 31; female teachers, 68.	
Increase for the year 49	
Whole number of teachers	950
Male teachers, 132; female teachers, 818.	
Regular teachers, 915; special teachers, 35.	
Aggregate increase for the year . . .	129

V. PUPILS.

Average whole number of pupils belonging to day schools of all grades during the year . .	35,164
Ratio of the number of pupils belonging to the schools to population of the city	.14
Ratio of the number of pupils belonging to the schools to school population	.76
Average daily attendance of pupils in all the day schools	32,463
Average daily absence of pupils in all the day schools	2,700
Average per cent of attendance of all the day schools, except schools for Licensed Minors and Deaf-Mutes	92.3
Average whole number of pupils belonging to the High Schools	1,283
Boys, 633; girls, 578.	
Average attendance at High School . . .	1,230
Per cent of attendance at High Schools . . .	95.9
Average number of pupils to a regular teacher in High Schools	29.1
Average whole number of pupils belonging to Grammar Schools	19,028
Boys, 10,013; girls, 9,048.	

Average daily attendance at Grammar Schools .	17,807
Per cent of attendance at Grammar Schools . .	93.2
Average number of pupils to a regular teacher in Grammar Schools	42.9
Average whole number belonging to Primary Schools	14,739
Boys, 7,936; girls, 6,451.	
Average number of pupils to a teacher in Primary Schools	45.9
Average daily attendance of Primary Schools . .	13,330
Per cent of attendance at Primary Schools . .	90.4
Average whole number belonging to the Schools for Licensed Minors	81
Average daily attendance at schools for Licensed Minors	68
Average whole number belonging to School for Deaf Mutes	33
Whole number belonging to Evening Schools . .	3,250
Average attendance at Evening Schools . . .	835
Aggregate whole number belonging to day and evening schools	38,414

VI. EXPENDITURES.

[For the financial year ending April 30, 1870, the expenditures for Dorchester Schools beginning Jan. 1, 1870.]

Salaries of Officers of School Committee and Truant Officers		$18,385 00
Salaries of teachers, High Schools		83,722 95
Grammar Schools . . .		412,337 03
Primary Schools . . .		211,440 88
Licensed Minors' School . .		1,358 36
Deaf-Mute School . . .		1,374 43
Evening Schools . . .		10,727 00
Whole amount of salaries of teachers . . .		720,960 65
Incidental expenses, High and Grammar Schools .		159,506 57
By Com. on Public Buildings .	$112,694 57	
By School Committee . . .	46.811 72	
Incidental expenses, Primary Schools . . .		88,560 38

By Committee on Public Buildings,	81,982 31	
By School Committee . . .	6,578 07	
Whole amount of Incidental expenses, including salaries of officers		266,451 95
Amount of current expenses for High and Grammar Schools		655,566 55
Amount of current expenses for Primary Schools .		300,001 26
Whole amount of current expenses for all the day and evening schools and salaries of officers . .		987,412 60
Expenditures for school-houses and lots . . .		612,337 86
TOTAL EXPENDITURES FOR ALL SCHOOL PURPOSES		1,599,750 46
Cost per scholar based upon the average whole number belonging — For tuition,		
High Schools		$65 25
Grammar Schools		21 67
Primary Schools		14 34
For incidentals,		
High and Grammar Schools		7 85
Primary Schools		6 00
For tuition,		
All day schools		20 50
For incidentals,		
All day schools		7 57
For both tuition and incidentals,		
All day schools		28 07
Whole amount appropriated by the City Council for salaries, and ordinary or current expenses of schools for the financial year, *beginning* May 1, 1870		$1,111,000 00
Distribution of the appropriation.		
Salaries of officers . . .	$22,000	
High and Grammar Schools.		
Salaries of teachers . . .	550,000	
Incidentals, — Committee on Public Buildings	120,000	
Incidentals, — School Committee	50,000	

Primary Schools.		
Salaries of teachers	$250,000	
Incidentals, — Committee on Public Buildings	110,000	
Incidentals, — School Committee	9,000	
Total amount of appropriations voted by the City Council for 1870–71		$10,306,858 00
Amount assessed for State, County and City taxes for the financial year 1870–71 . . .		8,636,862 00
Ratio of the amount appropriated for the *current* expenses of the Public Schools to the total amount of appropriations of the city for the year 1870–71		.10+
Ratio of the amount appropriated for the *current* expenses of the Public Schools, to the whole amount to be raised by taxation for the year 1870–71		.13 —
Valuation of the city, May, 1870 . . .		584,089,400 00
Per cent of valuation of 1870 appropriated for Public Schools (one mill and ninety hundredths) .		.001 90
Average percentage of the valuation of 1865, of the cities and towns of the State appropriated for Public Schools, to be expended in the year 1868–69 (two mills and ninety hundredths) .		.002 90
Percentage of the valuation of 1865, of the city of Boston, appropriated for the Public Schools, to be expended in the year 1868–69 . .		.002 25
Amount received from the income of the State School Fund for the year 1870 . . .		$7,226 79

The foregoing Summary is placed thus prominently because of its importance. The record is a brief one, but it is eminently significant. The reader who knows how to interpret its items cannot fail to see that it is very creditable to the city. It challenges comparison.

The two items which seem to me more interesting than any others are those of *attendance* and *expenditures.* These two elements of the system have an intimate connection with each other. It is obvious enough that the larger the number of scholars to be taught, the greater will be the expenditures, the other conditions being the same. But I have in view another relation between the cost and the number in attendance, namely, the effect of liberal and judicious expenditures upon the aggregate attendance. This relation of cause and effect is strikingly illustrated by the history and condition of our school system. It appears that the whole number of children in the city, in the month of May, between five and fifteen years of age, was a little above forty-six thousand, and that the average whole number of pupils belonging to all the day schools, during the year, was about thirty-five thousand. The precise ratio of the average number of pupils belonging to all the day schools to the whole school population, is *seventy-six and four-tenths per cent.* No other large city in the county can show so high a percentage of its school population in attendance at school. From this fact it may be inferred, I think, that no other city has a system of schools which so nearly meets the wants of all classes of its citizens. To one who understands the matter, it is plain enough that this success of our schools is due very largely to the wise liberality with which they have been maintained. Foreign educational inquirers are often struck with the large amount expended on our schools,

and ask how it is that the people pay so largely and so cheerfully for this object. But when they visit the schools, and see that our system is no pauper system, maintained merely for the children of the indigent, but that it educates the children of the well-to-do classes, no less than the children of the poor, that it provides instruction good enough for all and free to all, they find the explanation of the phenomenon. The great mass of the tax-paying citizens send their children to the public schools, and hence they favor liberal appropriations for school purposes. If ever the time shall come when the children of our tax-paying citizens shall be found generally attending private schools, then the public schools will no longer be our pride and strength; they will then be conducted on a low scale of expenditure, and, becoming cheap schools, they will necessarily become at once both poor schools, and schools for the poor.

It will be seen that the aggregate expenditures for school purposes, during the past year, were very large. The increase for the year was $270,463.68. If we compare the total expenditures for 1869–70 with that for 1867–68, we find that the increase for the two years was $638,252.95. This large increase would seem to indicate an extraordinary advance, on the part of the School Committee, in the scale of school expenses. But this is not the fact. This increase is due almost solely to two causes, for which the School Committee are not to any considerable extent responsible; namely, the annexation of Roxbury and Dorchester, and the unusual amount ex-

pended by the City Council in the erection of new school-houses. The whole amount expended for the purchase of lots and the erection and alteration of school buildings during the two financial years 1868–69 and 1869–70, was $958,948.64. This is considerably more than twice as large a sum as ever was before expended for the same objects within two years. For this outlay the City Council is wholly responsible. But it should be borne in mind that this large sum has not been wasted; it has been invested in several noble school edifices for the accommodation of Primary, Grammar, and High Schools.

The amount expended in any one year in erecting costly and permanent school buildings cannot with any propriety be reckoned as part of the cost of carrying on the schools for that year. This mode of reckoning is equally objectionable, whether it is attempted to prove thereby the superior liberality of the city in educational matters, or to support a charge of extravagance against the school authorities. If to the ordinary expenses of the schools for the past year, we add the outlay for new school-houses, the cost per scholar is swelled to the unprecedented amount of *forty-five* dollars. But this is evidently not the true cost per scholar, for the year. The expenditure for school lots and for the erection of school-houses, is always regarded as *special* or *extraordinary*, and is always so classed in the Auditor's reports. To charge the cost of permanent school accommodations for the past year ($612,337.86) as a part of the expenses of educating the children

in the Public Schools for the same year, would be as inappropriate as it would be for one of our merchant princes to reckon the cost of his new hundred-thousand-dollar mansion on Commonwealth Avenue as an item in his ordinary family expenses.

To ascertain the true average cost per year of educating a pupil in our schools, we should take the actual current or ordinary expenses of the year, add to the same the interest on the value of the school property, and divide the amount by the average number of pupils. But for the purpose of comparing the expense of one year with another, the latter item, namely, the interest on the cost of school-houses, may be omitted, as it does not materially affect the result of the comparison. At any rate it is not an element which the School Committee can directly control. Several times, in former reports, I have taken occasion to show the school expenses as compared with the expenses of other departments of the city service; and as there has been recently considerable discussion in various quarters, of the increased rate of taxation, I have thought it might be expedient at this time to show what has been the relative expense of carrying on the schools during the past ten years.

The following table shows the per cent of the *ordinary school expenses*, as compared with the *total tax of the city* for the last ten years: —

Years.	Total Tax.	Current Exp. for Schools.	Per cent.
1860–61	$2,530,000	$398,282	.15
1861–62	2,478,435	408,426	.16
1862–63	2,889,938	426,273	.14
1863–64	3,398,397	465,410	.13
1864–65	4,343,952	553,164	.12
1865–66	5,670,800	575,820	.10
1866–67	5,274,484	679,704	.12
1867–68	6,656,411	772,705	.11
1868–69	5,884,829	982,676	.16
1869–70	7,279,324	987,412	.13

From the above table, it appears that the increase in the school expenses has not kept pace with the increase in the amount annually raised by taxation. The average per cent of the first five years is 14, while that of the last five is a fraction over 12.

The following table shows the per cent of the *ordinary school expenses* as compared with the *ordinary city expenses*, including county expenses: —

Years.	Ordinary expenses of the city.	Ordinary expenses for schools.	Percentage of school expenses.
1860-61.....	$1,979,876	$398,282	.20
1861-62.....	2,007,706	480,426	.20
1862-63.....	1,990,739	426,274	.21
1863-64.....	2,233,270	464,411	.20
1864-65.....	4,331,304	553,164	.12
1865-66.....	4,012,949	575,821	.14
1866-67.....	4,341,946	679,705	.15
1867-68.....	5,067,172	772,706	.15
1868-69.....	5,654,900	918,229	.16
1869-70.....	6,387,690	987,412	.15

From the above table, it appears that the school expenses have fallen behind the ordinary city expenses. The average per cent for the first five years is 18 and a fraction, while that for the last five is 15.

A similar result would be reached by comparing the total school expenses with the total city expenses. In the year 1860–61, the per cent of the total school expenses, as compared with the total city expenses, was 21, while for 1869–70, it was only 12. The fact is therefore established beyond contradiction, that the school expenses, however large, have not kept up with the other expenses of the city, during the last ten years. If a longer period is taken for the comparison, the result will be substantially the same.

But it may be asked, How is it with the rate of taxation for school purposes? The following table

is the answer. It shows the *valuation*, and the per cent of the valuation appropriated to the *ordinary school expenses* for ten years.

YEARS.	Valuation.	School Expenses.	Percentage.
1860–61	$276,861,000	$398,282	.001–43
1861–62	275,700,100	408,426	.001–48
1862–63	276,216,000	426,274	.001–54
1863–64	302,507,200	464,411	.001–53
1864–65	332,449,900	553,164	.001–66
1865–66	371,892,775	575,821	.001–54
1866–67	415,362,345	679,705	.001–63
1867–68	444,946,100	772,706	.001–73
1868–69	493,573,700	918,229	.001–85
1869–70	549,511,600	987,412	.001–79

It appears that there has been a slight increase of the rate of taxation for school purposes. For the year 1869–70, the rate was 36 cents on a thousand dollars above that for 1860–61. The average of the increase for the last five years as against that of the first five years of the decade, is 18 cents on a thousand dollars. This increase is quite insignificant by the side of the whole increase in the rate of taxation during the same period. *It is less than one-eighteenth part of it.*

The main item of expense in carrying on a system of schools is found in the salaries of teachers. The rate of salaries paid to our teachers is perhaps some-

what higher than it is in most of the other cities of the country; but it has not been raised so much as that of the city officials and employees generally. The annual cost of tuition per scholar does not, however, depend upon the rate of salaries alone. The number of pupils to a teacher is the other element. Within the last ten years, the cost of tuition per scholar has been largely increased. This increase, so far as it is due to the increase in the salaries of the teachers, ought not to be complained of, for the present compensation of our teachers is moderate enough. But it seems to me that the reduction in the number of pupils to a teacher which has been going on for ten or twelve years, and which has largely contributed to the cost of tuition per scholar, is not so clearly justifiable. With our excellent classification of pupils and our admirable accommodations, each pupil having a separate desk and chair, it is not unreasonable to require a considerably larger number of pupils to a teacher than we now have in our Primary and Grammar Schools. By raising the salaries of teachers, and reducing the number of pupils to a teacher at the same time, you are burning the candle at both ends. There must be a limit to expenditures somewhere. If the number of pupils to a teacher is greatly reduced, the salaries of teachers must, and will practically, be reduced in a corresponding ratio, unless there is a change in public sentiment in regard to the value of education. Low salaries will, in the long run, give us poor teachers, and with poor teachers we cannot have good schools,

however small the number of pupils each teacher has to instruct. In my judgment, the wise policy is to pay the teachers competent salaries, and require them to teach a reasonably large number of pupils.

PRIMARY SCHOOLS.

The average whole number of pupils belonging to these schools during the last six months, Dorchester excluded, was 13,950, against 14,307 for the preceding six months, the *decrease* being 357. The average whole number belonging, Dorchester included, was 14,387,—boys 7,936, and girls 6,451; the average daily attendance was 12,889, and the per cent of attendance was 89.3 against 91.5 for the preceding half year. The number on the register at the close of the school-year was 14,233; of this number, 8,464 were between five and eight years of age, and 5,769 were over eight years of age.

The whole number of regular teachers in this department at the close of the school year was 323.

The following table shows the number of primary pupils in each district, and the *average number of pupils to a school, or teacher, during the last half year:*—

Districts.	No. of Schools.	Whole Number.	No. to a School.	Districts.	No. of Schools	Whole Numb'r.	No. to a School.
Adams	9	432	48.0	Lewis	9	393	43.7
Bigelow. ...	14	704	50.3	Lincoln ...	8	385	48.1
Bowditch...	10	398	39.8	Lyman.....	7	333	47.5
Bowdoin ...	9	369	41.0	Mayhew ...	10	364	36.4
Boylston ...	6	311	51.9	Norcross ..	12	575	48.0
Brimmer....	13	475	36.1	Phillips ...	8	262	32.7
Chapman. ..	10	467	46.7	Prescott ...	9	394	43.7
Comins.....	19	930	49.0	Quincy	12	429	35.7
Dearborn...	16	799	50.0	Rice	9	391	43.4
Dorchester .	19	831	43.7	Shurtleff...	8	410	51.2
Dwight	6	243	40.5	Washington	15	718	47.8
Eliot	16	726	45.3	Wells.....	12	471	39.2
Everett	10	501	50.1	Winthrop ..	9	345	38.3
Franklin....	6	303	50.5	Training...	3	105	35.0
Hancock....	19	863	45.4				
Lawrence...	10	460	46.0	Totals...	223	14,387	44.5 av.

It appears that the average number of pupils to a teacher during the last half year was *forty-four and a half.* The number of teachers employed is *thirty* more, and the expense is about $30,000 more than would be required if the schools were all kept up to the new standard for Primary Schools, of forty-nine pupils to a teacher.

The following table shows the number of primary pupils in each district promoted to the Grammar Schools, July, 1870, and the average number of promotions to each school in the respective districts: —

Districts.	No. of Schools.	Sent to Gr. Sch.	No. to a School.	Districts.	No. of Schools.	Sent to Gr. Sch.	No. to a School.
Adams	9	47	5.2	Lewis	9	57	6.3
Bigelow ...	14	102	7.3	Lincoln	8	75	9.4
Bowditch ..	10	73	7.3	Lyman	7	60	8.5
Bowdoin ...	9	48	5.3	Mayhew	10	61	6.1
Boylston ...	6	47	7.8	Norcross	12	85	7.1
Brimmer ...	13	75	5.7	Phillips.....	8	37	4.6
Chapman ...	10	70	7.0	Prescott	9	77	8.5
Comins.....	19	136	7.1	Quincy	12	59	5.0
Dearborn...	16	87	5.4	Rice	9	66	7.3
Dorchester .	19	90	4.7	Shurtleff	8	93	11.6
Dwight	6	40	6.6	Washington .	15	60	4.0
Eliot	16	97	6.1	Wells	12	80	6.6
Everett	10	78	7.8	Winthrop....	9	68	7.5
Franklin ...	6	55	9.1	Training.....	3	21	7.0
Hancock ...	19	125	6.6				
Lawrence ..	10	85	8.5	Totals.....	323	2,064	6.4 av.

The whole number of pupils promoted from the Primary Schools to the Grammar Schools in July, as shown in the above table, was 2,064; the number promoted in March was 2,183; the total for the year was 4,247, against 4,260 for the preceding year. Deducting from the whole number promoted during the last year the number promoted from the Dorchester schools, as the Dorchester promotions were not included last year, we find that the decrease of promotions for the year has been 103. The number pro-

moted during the year was 29.8 per cent of the average whole number belonging, against 29.6 per cent for the preceding year.

The Primary Schools are, on the whole, doing very well. By this I do not mean to say merely, that they are doing as good work as they did fifteen or twenty years ago, for schools are not doing well unless they are doing better than they ever did before. We still have some rather poor schools, where mistakes have been made in the appointment of teachers; but such schools are exceptional enough to render them quite conspicuous. On the other hand, very good schools — model schools, indeed — have ceased to be exceptional, and therefore conspicuous. Perhaps there is no one of these schools in which a competent critic could not point out some defect or some error; and, for one, I never expect to see a school of which this may not be truly said. But as I visit these schools, dropping in at all hours without the slightest note of warning, and witness the goings-on in them, how few faults I find to condemn in comparison with the many excellences which challenge admiration!

The singing is better and better every year. Very important facilities for musical instruction in these schools have recently been furnished by Mr. Mason, in preparing two admirable little books, "*The National Music Teacher: a Practical Guide in Teaching Vocal Music and Sight-singing to the younger Pupils in Schools* and *Families*," and the "*First Music Reader*." All the pupils now begin to learn

to sing at the same time that they begin to learn to read. It is very evident that good instruction in singing has helped to improve the instruction in reading. Good reading in these schools is not quite universal, but it is now very general. The old-fashioned, monotonous, harsh drawling, and the senseless sing-song, are getting to be quite rare. We shall not regret when they are gone, to take their places with the "lost arts." I have occasionally mentioned by name an individual teacher who has greatly excelled in some one branch of instruction, and I now have in mind two ladies who have lately produced such excellent results in reading, that I feel it my duty to give their names to the committee. They are, Miss Anna M. Stone, who has the first class in the Vernon Street School, and Miss Bertha W. Hintz, who has the third class in the City Point School. The latter class was taught by the use of books printed in Dr. Leigh's pronouncing type.

Printing drawing, and writing are branches so closely related to each other, that what helps one, helps the other. Drawing is the most elementary; and the child who has been taught to take pains in drawing the straight line and the curve in the four different positions, has had a good foundation laid for both printing and writing. Printing should be treated as an application of the elements of drawing. I should like to see among our teachers a higher *average* of skill in the use of the slate. There are some who do all that can reasonably be desired in this respect. In too many schools the slates are not

properly taken care of, and they are soon soiled and used up. I found one school recently where the slates, as the teacher informed me, had been in constant use for eight years, and yet they were in good condition. I am informed that some of the masters, in their examination for admission to the Grammar School, require the pupils to write sentences from dictation. I have no objection to this, if no pupil is rejected on account of failure in this particular; but it seems to me that at this early stage it is better for the teachers to aim at precision in copying the forms of letters, rather than to hurry their pupils on to rapid, and therefore necessarily imperfect, writing from dictation, which may, at present, be very properly postponed until the Grammar School course begins.

The sanitary condition of the school, is, I think, growing better, and, on the whole, it is even now quite good. It is vastly better than it was ten or fifteen years ago. The children are not repressed and made to sit still, doing nothing but breathing poisonous air. They are taught to sit and stand in proper positions. They are kept in pleasant and useful activity, and hence they generally appear cheerful and happy. Sometimes teachers, in their anxiety to secure good air, expose their children to cold drafts. This is a grave fault, and one which I find myself quite slow to overlook. I have not room to say many things here about these schools, and I conclude by remarking that earnestness and conscientious fidelity on the part of the teachers, are quali-

ties which seem to me to be the mainsprings of the greater part of the progress which I have noted in my visits.

GRAMMAR SCHOOLS.

The average whole number of pupils belonging to these schools during the last half-year was 19,061, against 18,996 for the preceding half-year; the average daily attendance was 17,680, and the per cent of attendance 92.3. The whole number of regular teachers in this department, at the end of the school year, was 443; males 64, and females 379. Besides these, there were seventeen teachers of sewing, four teachers of music, one teacher of drawing exclusively occupied in these schools, and three who divide their time between these schools and the High Schools, and one director of vocal and physical culture who is employed a part of the time.

The whole number of pupils on the register at the close of the school year was only 15,872, a large number having been withdrawn before the end of the term to go into the country.

The classification of the pupils by grades, at the end of the year, was as follows: —

Number of pupils in 1st class	1,222
" " " 2d "	1.455
" " " 3d "	2,123
" " " 4th "	2,794
" " " 5th "	3,564
" " " 6th "	4,724

The classification of the pupils by ages was as follows : —

Under eight years of age	113
Between eight and ten years	3,012
Between ten and twelve years	5,522
Between twelve and fourteen years	4,779
Between fourteen and fifteen years	1,442
Over fifteen years	1,004

About *seven* per cent of the pupils of the Grammar Schools are found in the first class,and a little less than *thirty per cent* in the sixth class. The number in the second class is not much larger than that in the first. The attention of the Committee is respectfully invited to the table in the Appendix, showing the details of classification in all the schools. It seems to me that the number in the second class should generally be much larger than it is. The Adams School reports much the largest number in this class. I desire again to call attention to the *ages* of the boys in these schools. Boys who continue their schooling until fifteen, and over, should be found, as a general rule, in the High School.

The following table shows the number of teachers, the average whole number of pupils, and the average number of pupils to a teacher (not counting the masters' head assistants in the districts exclusive of Dorchester) in each Grammar School for the half-year ending July 31, 1870: —

SCHOOLS.	No. of Teachers.	Average No. of Pupils.	No. of Pupils to a Teacher.	SCHOOLS.	No. of Teachers.	Average No. of Pupils.	No. of Pupils to a Teacher.
Adams	14	577	44.4	Hancock...	19	945	52.5
Bigelow ...	18	816	48.0	Lawrence..	17	854	53.3
Bowditch ..	18	672	39.5	Lewis	11	454	45.4
Bowdoin ...	12	520	47.2	Lincoln ...	16	729	48.6
Boylston ...	11	425	42.5	Lyman	12	508	46.2
Brimmer ...	16	654	43.6	Mayhew...	13	537	44.7
Chapman ..	12	497	45.2	Norcross ..	13	689	57.4
Comins	18	866	50.9	Phillips....	13	620	51.6
Dearborn...	16	731	48.7	Prescott ...	13	543	45.2
Dorch'r Dis.	31	953	39.7	Quincy	15	741	49.4
Dudley	9	347	43.4	Rice	15	600	42.8
Dwight	14	600	46.1	Shurtleff ..	13	561	46.7
Eliot	16	756	50.4	Washington	10	390	43.3
Everett	15	639	45.6	Wells	11	453	45.3
Franklin ...	15	618	44.1	Winthrop..	17	766	47.8
					443	19,061	45.9 av.

From the above table it will be seen that the average number of pupils to a teacher, not counting the masters' head assistants, is nearly *forty-six*. The annual cost of carrying on these schools is about $60,000 more than it would be if the regulations respecting the number of teachers to be employed were strictly carried out by all the District Committees. The Norcross School reports the highest number of pupils to a teacher.

The following table shows the number of scholars who received the diploma of graduation, at the close of the school year, July, 1870, in each Grammar School: —

Schools.	Boys.	Girls.	Total.	Schools.	Boys.	Girls.	Total.
Adams	11	9	20	Hancock ..	.....	21	21
Bigelow ...	24	.....	24	Lawrence. .	27	.....	27
Bowditch ..	.....	16	16	Lewis.....	13	27	40
Bowdoin ...	.....	38	38	Lincoln. ...	14	18	32
Boylston ...	.....	.....	.....	Lyman.....	10	6	16
Brimmer ...	34	.....	34	Mather	5	4	9
Chapman ..	14	12	26	Mayhew ...	8	.....	8
Codman ...	7	7	14	Minot	4	1	5
Comins	18	22	40	Norcross ..	.....	19	19
Dearborn...	12	12	24	Phillips ...	13	.....	13
Dudley	.....	17	17	Prescott ...	10	10	20
Dwight	42	.....	42	Quincy.....	25	.....	25
Eliot	21	.....	21	Rice	24	.....	24
Everett	.....	46	46	Shurtleff ..	.....	30	30
Everett, Dor	3	11	14	Tileston ...	2	4	6
Franklin ...	.....	31	31	Washington	24	.....	24
Gibson	3	4	7	Wells.....	.....	22	22
Harris	9	6	15	Winthrop .	.....	22	22
				Totals	377	415	792

Graduating diplomas were first awarded to girls in 1867; in 1868 they were awarded to both boys and

girls, and the following table shows how many diplomas were awarded on that and each succeeding year: —

Years.	Boys.	Girls.	Total.
1868	292	291	583
1869	299	331	630
1870	377	415	792

Duties of the Masters.—The following important provision of the regulations was adopted October 1, 1866: —

"The Masters of the Grammar Schools shall perform the duties of principal, both in the Grammar and Primary Schools, of their respective districts, apportioning their time among the various classes, in such manner as shall secure the best interests, as far as possible, of each pupil throughout all the grades; under the direction of the district committees."

In a very able Report on this measure by a Special Committee of the Board, the plan proposed was summed up as follows: —

"Whereas it is now the duty of each master in the Grammar Schools to examine the several departments as often as shall seem consistent with a proper attention to the pupils under his immediate care; it shall henceforth be his duty to make his influence felt through every class, devoting as much time to the several rooms *as the greatest good of the whole* shall demand.

"And whereas the head-master of the Grammar Schools is at present obligated to make an annual visit to the Primary Schools in his district, examining such of the graduating scholars as may be candidates for promotion, so it shall henceforth be his duty to

visit such schools as frequently as their condition may require, examining thoroughly, not only the graduating class, but all the classes, — acting, in fact, as principal of those schools.

To meet the requirements of that portion of the first class now chiefly under the head-master's care, which cannot, under the proposed plan, receive so exclusively his attention, the Superintendent of Schools suggests that, in the schools for boys, the sub-master shall take the master's class, the usher the sub-master's, and the head-assistant the usher's; in the girls' schools, the head-assistants shall instruct the first divisions, while in the mixed schools, the sub-masters would take the highest divisions of boys, and the head-assistants the highest divisions of girls.

Your Committee have not attempted to point out the precise manner in which the wants of the upper divisions shall be met. The head-master might still have under his special care the instruction of specified branches. He might even be required to devote a stated number of hours in each day or week, to the upper divisions; but your Committee prefer to leave these details to the judgment of the District Committees, who, in carrying out the general plan, will shape their action according to circumstances, wisely adapting themselves to the nature of their schools."

The Committee who drew up the Annual Report for 1866, in speaking of this plan, say: "We believe if the general views proposed are *faithfully adhered to*, they will carry forward our whole educational system, and form a new era in our schools."

This opinion, I am happy to say, has been fully justified by the experience of the last four years. It was not to be expected that all the advantages claimed for this far-reaching and comprehensive measure would be realized at once. Time is required in all our efforts for improvement. The influential minority of the Committee who opposed its adoption, very naturally were ready in their respective

districts to put restrictions on its operation. Some of the masters, who for many years had devoted their time almost wholly to the instruction of the upper division, were not much inclined to change their plan of labor. Besides, in some schools, where the Committee and master were in sympathy with the measure, and had entire confidence in its wisdom and ultimate success, there were exceptional circumstances which rendered it expedient to defer for a time the arrangements requisite for the complete development of the scheme. But in the face of all these temporary obstacles it has steadily advanced. Before another period of four years shall have passed, it will probably be in full operation throughout the city.

What was the mode of proceeding in the management of the typical Grammar School up to the time of the adoption of this plan? The master was little more than the head-teacher and the policeman of his school. To him the knotty cases of discipline were referred by his subordinates; but in the matter of instruction, his thoughts and labors were intensely concentrated on the finishing class, — the class which was to show off on exhibition day; the class whose performance visitors were invited to witness; the class, and the only class, which theCommittee were accustomed to honor with a serious examination; the class which was to furnish the candidates to compete for the palm at the examination for admission to the High School.

This class was usually small, and it was composed

of the brightest and more capable of the pupils carefully culled out of the lower grades. These select pupils, who, least of all, needed special nursing and coaching, were made the objects of the peculiar care and attention on the part both of the District Committee and the master. The result of this mode of conducting the school, often observed and pointed out, was a rather brilliant graduating class, which had received much good instruction, and altogether too much bad cramming, and a series of ten or fifteen comparatively neglected classes below, whose progress was not satisfactory, and from which pupils in large numbers were annually withdrawn by their parents to enter upon the practical duties of life, without having received what we call a competent elementary education, without having received the education they ought to have received, considering the time they had been in attendance at school.

This description may appear to some to be slightly exaggerated, but I am sure that it is essentially correct. The disparity between the graduating class and the lower grades, in respect to the quality and amount of instruction imparted, was less in some schools than in others; but in all it was enormous. This was not owing, it should be said, to the inefficiency or indolence of the subordinate teachers. It was due to the system. The evil had long been recognized. It was with a view to providing a remedy that a head-assistant was assigned to the master's class. It was for the same object that the regulation was adopted providing that "each master shall make

a careful examination of his school as often as he can consistently with proper attention to the pupils under his immediate charge." These measures were good as far as they went, but they did not go far enough. Experience proved them to be inadequate. In the mean time the schools were generally increased in size, and this increase in size aggravated this neglect of the lower classes. There was an enormous waste of teaching power, for want of an intelligent direction, and a systematic coöperation of all the parts of the school machinery.

This was the state of the case when the regulation in question was adopted. The regulation, as originally proposed, contained this clause: "Each division of the Grammar Schools shall be under the immediate care and instruction of one subordinate teacher." The purpose of this was to provide at once for the relief of all the masters from the *immediate* care and instruction of any one class, so as to make sure that all the masters should give the needed instruction in all the neglected classes. It was, however, stricken out, the majority of the Board deeming it wiser to allow the transition to be made gradually by the district committees, the principle being fully accepted and recognized, *that the masters should apportion their time among the various classes in such manner as shall secure the best interests, as far as possible, of each pupil throughout all the grades, of both Primary and Grammar Schools.*

The Board was, I am inclined to think, right in leaving something to the discretion of the district

committees, in the application of the principle. Some committees proceeded at once to put the plan in full operation. They said to their masters, "Put the graduating class under the charge of one of your subordinates, and give your time to all the pupils in the district; we hold you responsible for the whole, and we wish you to work where you are most needed." Other committees have followed cautiously, and there still remain some schools, I am sorry to say, which exhibit too many of the characteristics of the old regime.

But, on the whole, the results of the plan have been wonderfully successful. It was objected to it, that the standard of the graduating class would be lowered. Facts in abundance are now at hand to prove this objection groundless. A sub-master who is fit to be a sub-master, can produce better results by giving, as he can, his undivided attention to a class, than the master could with all the inevitable distractions which he must experience in managing all the business of a great school. South Boston and East Boston took the lead in the practical adoption of this reform. Look at the classes which have been graduated from the nine noble schools of those sections of the city. There is nothing in their previous history to compare with them. Look at the lower classes in the same schools; any city might well be proud of them. They are to-day, speaking with due moderation, on an average fifty per cent better than they were five years ago. The same may be said of some of the schools of the city proper.

The utility of the arrangement no longer rests on any man's theoretical opinion. It is a demonstrated fact. If a master of a Grammar School is really worth $3,000 a year, the worst possible use that can be made of him is to shut him up in one small room, and keep him drilling a small finishing class. A man who is not qualified for any other service, is certainly not the man to be master of a graded system of schools, embracing from one thousand to two thousand pupils. My idea of the schools of a district is, that they should be a series of training schools, and that the master should be the normal training teacher over all, directing and illustrating the teaching at every step. When this idea is fully realized, as it is now very nearly realized in some of our schools, there will be no longer any reason to complain of cramming or high pressure. There will be ample time for everything that is really desirable.

HIGH SCHOOLS.

The average whole number of pupils belonging to these schools during the last half-year, was 1,211; boys 633, and girls 578. The average daily attendance was 1,156, and the per cent of attendance was 95.6. The number of regular teachers was 44; males 21, and females 23. Besides these, there were 11 special teachers.

The following table shows the number of scholars who received the diploma of graduation at the close of the school year, in each of the High Schools: —

Schools.	Boys.	Girls.	Total.
Latin	27	..	27
English High	61	..	61
Girls' High and Normal	..	61	61
Highlands High	6	26	32
Dorchester High	6	22	28
Total	100	109	209

The School Board has now under its charge *five* free public High Schools; and the Roxbury Latin School, although not under the control of the Board, is free to all residents of the city. Each of these institutions is different, in its character and course of study, from all the others. This diversity in our secondary schools I regard as a fortunate circumstance. It is not desirable that they should all be modelled on one pattern.

In elementary education, there is little or no room for choice in respect to the subjects of instruction. The course must be substantially the same for all pupils, whatever may be their destination in life. With secondary education the case is very different, for secondary education has two very distinct and well-defined functions: namely (1), to serve as a preparation for a liberal education; and (2), to serve as a supplement to elementary education, preparatory to some occupation or craft not requiring a higher or liberal education for its pursuit. And then the pupils who desire to supplement their elementary

education without going so far as the university course requires, are of different classes, and have different educational wants. Some have but one or two years for secondary education before being apprenticed to the handicraft or trade which they have chosen, and some, on the other hand, have four or five years for the secondary course, as a preparation for a mercantile career. And again, others wish to fit for admission to a school of applied science, where the aim is to form men skilled in the practical professions, rather than men of large and liberal culture. Then the sexes, it is believed by many, require somewhat different systems of training, after passing the elementary grade. Now, it is desirable that the classes here enumerated, and others, should have the kind of instruction precisely adapted to their respective wants. With the view to provide for such wants, as far as practicable, many High Schools elsewhere have been organized with two or more optional courses of study; and where a municipality is not populous enough to justify the support of more than one High School, such an organization is perhaps the wisest arrangement that can be adopted. But in a large city like ours, where there are High School pupils enough for several large schools, the better policy, undoubtedly, is to maintain schools differing in their objects and courses of study, instead of attempting to meet the wants of every description of High School pupils in a single school of vast proportions and numerous departments, or in a number of smaller schools of a uniform pattern.

As a matter of fact, we find that wherever education advances, *the kinds of educational institutions are multiplied.* This is the law of educational progress. The city of Berlin affords a good illustration of this law. No city surpasses it in educational advantages; and no city has a greater variety of educational institutions, from its peerless university, down to its kindergarten schools.

If Boston is to maintain and advance her position as one of the leading educating cities of the world, the policy to be pursued is, to multiply the *kinds of institutions of learning* to meet the new wants of advancing civilization,— to aim, not at excellency in simplicity, but excellency in variety.

Holding these views, I was gratified to find that the Special Committee on the High School education of boys, in their recent able report, were unanimous in recommending the modification of existing schools, especially the Latin School, rather than the consolidation of this school with the English High School, as had been suggested. That their decision in this respect was judicious, I think there can be no question.

The modifications of the Latin School course recommended and adopted, are mainly, if not wholly, in harmony with its character and purpose as a school leading to liberal culture. The design of the Committee seems to have been to make the course even more emphatically liberal than it had previously been; to make it a better preparatory school than it had been, and thus render it more adequate as a sub-

stitute for the college, and not to turn it into a technical school, or to make it a composite institution with incongruous functions. Let this school have, in the first place, a course of study which shall be as good as possible for the boy who is destined for college, without encumbering it with extraneous and collateral matters, or with branches which properly belong to the college course. Let the pupils who fairly complete this course receive certificates to that effect. If, then, provision were made for a subsequent course of two years, embracing both scientific and literary studies, for the benefit of such students as, having finished the preparatory course, desire to continue their liberal studies so far, but cannot or do not wish to do this at college, — such a modification of the old Latin School curriculum, together with the introduction of the most approved methods of handling the studies, would constitute a true and substantial reform; such a modification would preserve all that is sound and good in this noble old school, and add to it only what is in perfect harmony with its original constitution, which happily has been perpetuated for so many generations — its constitution as a seminary of liberal culture, in contradistinction to the plan and spirit of such schools as are called, in the modern educational nomenclature of Europe, professional, or technical schools. Such a modification, I apprehend, is substantially the aim of the Committee in respect to this school.

Dr. Arnold has very well defined what is meant by professional, as distinguished from liberal, stud-

ies: "Every man has two businesses: the one his own particular profession or calling, be it what it will, — that of soldier, seaman, farmer, lawyer, mechanic, or the like; the other, his general calling, which he has in common with all his neighbors, namely, the calling of a citizen and a man. The education which fits him for the first of these two businesses, is called professional; and that which fits him for the latter, is called liberal." Uneducated parents are usually anxious that their boys should have the first, while of the second they understand but little. They think it a waste of time for their boys to study dead languages and conic sections; they wish them to be put upon commercial arithmetic, mechanics, book-keeping, penmanship, and industrial drawing; and they are right, if their boys have but two or three years to study after leaving the Grammar School. Now, if you provide for such parents only a secondary school of the purely liberal type, you virtually shut them out altogether from the advantages of secondary or High School education, and compel them to resort to private instruction. On the other hand, parents who have themselves enjoyed the advantages of a liberal education, and understand what it is, usually desire the same for their boys; in many cases they prefer the liberal school to the professional for their boys, even if they are not to go beyond it to the college course. This class of parents is very numerous in this community, and if you do not provide for them the liberal classical

school, you virtually exclude them from the privileges of secondary education at the public expense.

Our two great secondary schools for boys, the Latin and the English High, have long stood as types of the liberal and professional schools, respectively. The latter has not, however, been a professional school in the narrow sense, as it has always had some decided characteristics of liberal culture, especially in the scientific branches; while the former has adhered too closely, it is thought, to the old routine of grammatical drill, and too much neglected the claims of literary and scientific culture.

In reforming and improving these invaluable institutions, profound study of the subject and the exercise of great wisdom are needed. The aim should be, not to try to combine all possible advantages in each school; such a course would destroy the peculiar excellences of both. They are to be improved by a *judicious choice and limitation of studies*, and not by greatly multiplying the subjects of instruction.

The English High School might be rendered more strictly technical on the one hand, or more liberal on the other. Modification in either of these directions would be easy and practicable; but would modification in either of these opposite directions be an improvement, except in some not very important particulars? Is a modification in both these directions at the same time practicable? The proposition is very tempting, but I trust it will not be hastily

adopted. It is poor economy for a great city to try to make a school carry double. Instead of making our English High School much more decidedly technical in its character than it now is, I should much prefer to see a separate school established, which should fill the existing gap in the technical direction between the Grammar Schools and the Institute of Technology.

Latin School. — The average number of pupils belonging during the last half-year was 227; the average daily attendance 214, and the per cent of attendance 94.

These pupils were taught by one head-master, two masters, four sub-masters, and a teacher of French. Twenty-seven members of the first class received the graduating diploma at the close of the year, and the Franklin medal was awarded to eight young gentlemen who had especially distinguished themselves for good deportment and superior scholarship. Of the graduating class, twenty-one entered Harvard, two Brown, two Amherst, one Wesleyan University, one Institute of Technology, one St. Mary's, one Private School, one Medical School, and four went to business. The following table shows the number and average age of boys admitted to the Latin School from each Grammar School, and also the number admitted from other sources, during the year ending September 14, 1869.

Schools.	No. Admitted.	Average Age.	Schools.	No. Admitted.	Average Age.
Adams	....	....	Lyman	1	14.08
Bigelow	2	13.62	Mather	1	12.91
Boylston	1	11.83	Mayhew	5	12.95
Brimmer	4	12.16	Phillips	8	12.94
Chapman	1	13.58	Prescott	2	14.25
Dwight	10	12.47	Quincy	1	14.42
Eliot	2	14.16	Rice	11	12.25
Gibson	1	11.83	Stoughton	1	11.75
Lawrence	3	13.52	Other sources	49	14.36
Lewis	2	12.37			
Lincoln	2	15.58	Totals	107	13.49

The ages of the boys admitted were as follows: —

Between nine and ten, two.
Between ten and eleven, ten.
Between eleven and twelve, nineteen.
Between twelve and thirteen, fifteen.
Between thirteen and fourteen, twenty.
Between fourteen and fifteen, twenty-two.
Between fifteen and sixteen, eight.
Between sixteen and seventeen, seven.
Over seventeen, four.

The English High School. — The average whole number of pupils belonging during the last half-year was 320; the average daily attendance, 315; and the per cent of attendance, 98.3. The average number belonging during the last half of the

school year was thirty-seven less than it was for the first half. This is an improvement on the preceding year, when the difference was forty-eight. I mention this item of improvement with satisfaction. Some falling off in the course of the year is to be expected, but the extent of it I am sure depends very much upon the proper management and instruction of the pupils by the respective teachers.

Sixty-one young gentlemen received the diploma of graduation, at the close of the year, and fourteen the Franklin medal. This class was nearly fifty per cent larger than the largest that had previously been graduated, and it was about three times as large as the average of the previous graduating classes. Scarcely a pupil fell out of the ranks of this class during the whole year. This is a very interesting and gratifying fact.

The following table shows the number and average age of the pupils admitted into the English High School, from Grammar Schools and from other sources, the examination of candidates, July, 1870, and also how many actually joined the school at the beginning of the school year, September, 1870: —

Schools.	No. Admitted.	No. Joined.	Average Age.	Schools.	No. Admitted.	No. Joined.	Average Age.
Adams	11	8	15.33	Lyman	7	7	14.40
Bigelow	24	19	14.74	Mayhew.....	5	5	13.83
Brimmer	24	21	14.78	Phillips	10	10	15.33
Chapman	14	10	14.50	Prescott	7	6	14.65
Dwight	38	32	14.76	Quincy	15	12	14.25
Eliot.	11	11	14.75	Rice	26	23	14.75
Lawrence	18	17	14.51	Latin	7	6	13.97
Lincoln	18	15	14.71	Private, etc..	43	41	14.77
				Totals	278	243	14.63

Of those who joined the school, there were,

Between twelve and thirteen years, seven.
Between thirteen and fourteen years, fifty-six.
Between fourteen and fifteen years, eighty-eight.
Between fifteen and sixteen years, sixty-five.
Between sixteen and seventeen years, twenty-six.
Between seventeen and eighteen years, one.

It appears that of the number who joined the school sixty-three were under fourteen years of age, while one hundred and seventy-eight were over fourteen. It seems to me that the average of the ages of boys sent from the Grammar Schools to this school ought not to exceed fourteen.

The following table shows the number of graduates in each year since the founding of the school:—

Year.	Number.	Year.	Number.	Year.	Number.
1821.....	..	1838.....	15	1855.....	27
1822.....	..	1839.....	17	1856.....	24
1823.....	..	1840.....	16	1857.....	23
1824.....	15	1841.....	15	1858.....	27
1825.....	28	1842.....	24	1859.....	17
1826.....	12	1843.....	22	1860.....	28
1827.....	17	1844.....	23	1861.....	25
1828.....	..	1845.....	24	1862.....	29
1829.....	18	1846.....	17	1863.....	34
1830.....	17	1847.....	20	1864.....	17
1831.....	9	1848.....	23	1865.....	27
1832.....	12	1849.....	20	1866.....	31
1833.....	14	1850.....	33	1867.....	37
1834.....	18	1851.....	32	1868.....	41
1835.....	11	1852.....	22	1869.....	44
1836.....	15	1853.....	29	1870.....	61
1837.....	13	1854.....	26		

The whole number of graduates is 1,072, which gives an average of about twenty-two for each year.

The following table shows the whole number belonging in the month of February of each year, from 1824 to 1870:—

Year.	Number.	Year.	Number.	Year.	Number.
1824.....	121	1840.....	105	1856.....	152
1825.....	121	1841.....	120	1857.....	144
1826.....	128	1842.....	150	1858.....	160
1827.....	132	1843.....	170	1859.....	156
1828.....	141	1844.....	149	1860.....	169
1829.....	114	1845.....	152	1861.....	171
1830.....	129	1846.....	143	1862.....	175
1831.....	134	1847.....	141	1863.....	174
1832.....	111	1848.....	156	1864.....	174
1833.....	112	1849.....	183	1865.....	200
1834.....	128	1850.....	193	1866.....	230
1835.....	125	1851.....	195	1867.....	264
1836.....	131	1852.....	176	1868.....	271
1837.....	115	1853.....	170	1869.....	309
1838.....	115	1854.....	159	1870.....	346
1839.....	104	1855.....	162		

In one of my reports for 1864, I traced the changes which have been made in the course of studies of this school from its origin. During the five years that followed there was no material change in the programme, although the instructors, with the approval of the Committee and the head-master, introduced some new subjects of instruction, such as botany

and mineralogy. The present head-master, who had been a successful instructor in the school for nearly twenty years, and under whose charge it is now flourishing beyond precedent, soon after assuming the direction as principal, proposed important and desirable modifications of the course of study, which are now in full operation. To the first year were added English literature, physical geography, mineralogy, botany, commercial arithmetic, and drawing. History, which had previously been a prominent study, being no longer continued as a separate study, is taught under the new arrangement in connection with English literature. To the studies of the second class were added rhetoric, commercial arithmetic, and English literature, including history, antiquities, and a course of reading from the best English authors. The constitution of the United States was discontinued in this class. The requirements of the third class were modified by substituting physiology for natural theology, and adding the constitution of the United States, and English literature, including history, philology, antiquities, and a critical study of Shakspeare's play of Julius Cæsar, and of some other standard English authors.

During the whole course, particular attention is given to the home reading of the pupils.

The course of study as it now stands is as follows: —

Class 3. 1. Review of preparatory studies, using the text-books authorized in the Grammar Schools of the city. 2. Penmanship. 3. Reading. 4. Declamation. 5. Commercial Arithmetic. 6.

Physical Geography. 7. Sherwin's Algebra. 8. Drawing. 9. Botany. 10. Mineralogy. 11. French Language. 12. Composition. 13. English Literature, including History, Antiquities, etc. 14. Military Drill.

Class 2. Penmanship, Reading, Declamation, Commercial Arithmetic, Sherwin's Algebra, Drawing, French Language, Composition, Military Drill, continued; also English Literature, including History, Antiquities, and a course of reading from the best English Authors. 15. Legendre's Geometry. 16. Book-keeping. 17. Rhetoric. 18. Trigonometry, with its application to Surveying, Mensuration, etc.

Class 1. Penmanship, Reading, Declamation, Commercial Arithmetic, Drawing, French Language (French conversation and composition), Composition, Military Drill, continued; English Literature is also continued in this class, including History, Philology, Antiquities, etc., and the critical study of some standard English work. 19. Navigation. 20. Natural Philosophy. 21. Moral Philosophy. 22. Physiology. 23 Constitution of the United States. 24. Astronomy, with the practical study of the stars, and the explanation and use of instruments.

For the pupils who remain at the school the fourth year, the course of studies is as follows: —

1. Astronomy. 2. Intellectual Philosophy. 3. Logic. 4. Spanish. 5. Geology. 6. Chemistry. 6. Mechanics' Engineering, and the higher Mathematics, with some option.

Girls' High and Normal School. — The average number of pupils belonging, including the Training Department, during the last half-year, was 403; the average daily attendance was 377; and the per cent of attendance was 94. These pupils were taught by one head-master, and sixteen female teachers, of whom fourteen were ranked as assistants, one as head-assistant, and one as superintendent of the Training

Department. Besides these, there were four special teachers, namely, one in music, one in drawing, one in French, and one in German. Professor Marshall, of Tufts College, also gave instructions for a part of the time in chemistry. At the close of the year, sixty-one young ladies received the diploma of graduation from the regular course, and twenty-six were graduated from the Training Department.

The following table shows the number and average age of the pupils admitted to the Girls' High and Normal School from each Grammar School, and from other sources, and also the number of those who joined the school and entered upon the course of study, in the fall of 1870: —

Schools.	No. Admitted.	No. Joined.	Av. Age Admitted.	Schools.	No. Admitted.	No. Joined.	Av. Age Admitted.
Adams	6	4	14.90	Lincoln.....	15	12	15.31
Bowditch	8	8	15.14	Lyman	5	2	15.13
Bowdoin	25	17	15.58	Mather	1	1	15.33
Chapman	11	9	14.65	Norcross	16	16	15.01
Comins.....	5	4	15.20	Prescott	6	4	14.95
Dudley	8	8	15.75	Shurtleff	22	16	15.29
Everett	27	25	15.50	Wells.....	11	10	15.51
Everett, (Dor.)	2	2	15.33	Winthrop.....	17	16	15.40
Franklin	26	26	15.95	Other Sources	42	36	16.74
Hancock	15	11	14.61				
Lewis	12	12	15.33	Totals.....	280	239	15.55

Of the candidates from the Grammar Schools there were, —

Between thirteen and fourteen, eighteen.
Between fourteen and fifteen, sixty-four.
Between fifteen and sixteen, seventy-nine.
Between sixteen and seventeen, forty-eight.
Between seventeen and eighteen, nine.
Between eighteen and nineteen, none.
Between nineteen and twenty, none.
Between twenty and twenty-one, one.

The large increase in the number of pupils attending this school speaks well for its management, as this increase is not the result of lowering the standand of requirements, either for admission or for promotion from lower to higher classes. For a long period this excellent and important school has greatly suffered for want of suitable accommodations. This is now a thing of the past. The noble edifice on Newton street will henceforth afford a home worthy of the school. It combines many admirable features, and its plan is on the most liberal scale. The apparatus for heating and ventilating has not yet been fully tested. I hope to be able in my next report to pronounce it satisfactory.

The head-master of this institution is an earnest advocate of reform in respect to two general defects in higher female education among us, namely, high pressure, and neglect of the more practical matters. In most high schools, academies, and seminaries for girls within the range of my knowledge, the pupils are worked beyond their capacity, and they are for the most part thus overworked in the attempt to

acquire a knowledge of branches which never will be of any practical utility to them, while wholly neglecting more useful branches of education. The case is bad enough where a girl impairs her health in the pursuit of studies which are of unquestioned practical utility, but it is far more lamentable where her constitution is shattered by too close application to branches which are useless when acquired. I regard, therefore, with great interest, the efforts of the head of this school to set an example of a high school for girls, where physical culture is properly attended to, and where the course of study is practical, in the best sense of the word.

The Training Department has proved a most important auxiliary in improving our primary Schools. The teachers who have enjoyed the advantages of its training during the whole course, are, generally, capable teachers. On entering Primary Schools, I can generally distinguish the trained teachers by their superior skill in handling their schools.

The following is the list of the class graduated June, 1870: —

GRADUATES OF TRAINING CLASS.

Bates, Josie C., 21 Knowlton st.
Baker Adah A., 14 Clinton street, Cambridge.
Brown, E. Louise, Dorchester.
Berry Annie H., 68 Cornhill.
Cutler Mary, Cambridgeport.
Firth, May L., 5 Indiana place.
Fuller, Mary A., 92 Carver st.
Frazier, Harriet M., 7 Phipps pl.
Gleason, Edna L., Dorchester.
Holmes Louise B., 81 Leverett st.
Hussey, Fanny N., 12 Ward street.
Hutchinson, Susan, 13 Broadway.
Hyde, Rebecca W., 71 Shawmut av.
Hintz, Emma L. B., Charlestown.
Johnson, Mary E., Waltham.
Johnson, M. Etta K., 236 Gold st.
Madigan, Lizzie E., 8 Dover st.
Payne, Fannie A., Arlington.
Reynolds, Clara J., Sharon.

SCHOULER, LOUISE E., Arlington.
SEAVEY, HANNAH M., 14 Kennard avenue.
STEPHENS, MATILDA, So. Boston.
WILLIAMS, L. ANNIE, Cambridgep't.
WITHERELL MATTIE E., 32 Green st.
WISE, MARGARET S., 152 Tyler st.
WILSON, KATE, 4 Fruit street.

HIGHLANDS HIGH SCHOOL. — The average number of pupils belonging, during the last half-year, was 155, — boys 50, and girls 105; the average daily attendance was 149, and the per cent of attendance was 96. These pupils were taught by one head-master, and four female teachers; namely, one head-assistant, and three assistants. There were, besides, four special teachers employed for a part of the time.

In former reports I have given some account of the peculiarities of this excellent school, and printed its programme. It continues to be conducted with much efficiency, and it is in a very flourishing condition.

The following table shows the number and average age of the pupils admitted to the Highlands High School, from Grammar Schools, and from other sources, and also the number of those who joined the school and entered upon the course of study in the fall of 1870: —

Schools.	Admitted.		Joined.		Average Age.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Brimmer	1	..	..	..	14.5	
Comins	17	17	15	14	14.83	15.42
Dearborn	11	12	9	9	14.83	15.81
Dudley	..	10	..	10	.....	15.27
Dwight	1	..	1	..	15.33	
Latin (Boston)	1	..	..	..	14.83	
Latin (Roxbury)	1	..	1	..	16.5	
Lewis	9	10	9	10	15.19	16.78
Washington	22	..	17	..	15.17	
Other Sources	8	3	7	2	15.75	16.17
Totals	71	52	59	45	*11.15	*15.89

Of those who joined the school, there were,—

Between twelve and thirteen, one.
Between thirteen and fourteen, twelve.
Between fourteen and fifteen, twenty-six.
Between fifteen and sixteen, thirty-one.
Between sixteen and seventeen, twenty-three.
Between seventeen and eighteen, ten.
Between eighteen and nineteen, one.

Dorchester High School. — The average number of pupils belonging, during the last half-year, was 106, — boys 70, and girls 106; the average daily attendance was 101; and the per cent of attendance

* Totals of per cent are obtained from actual ages, and are not the average of given ages of different schools.

was 96. These pupils were taught by one head-master and three female assistants. Special teachers were employed to instruct in French, drawing and vocal music.

This school is now admirably accommodated in its new building, which affords every desirable facility for conducting its operations with efficiency and success. It is undoubtedly a school of much merit, and one of which any community might well be proud.

The following table shows the number and average age of the pupils admitted to the Dorchester High School, from Grammar Schools and other sources, and also the number who joined the school and entered upon the course of study in the fall of 1870: —

Schools.	Admitted.		Joined.		Average Age.	
	Boys.	Girls.	Boys.	Girls.	Boys.	Girls.
Mather	4	5	2	3	13.64	15.50
Harris	9	6	9	5	15.50	15.14
Everett	1	9	1	8	13.11	14.92
Minot	3	2	2	1	14.67	15.84
Stoughton	7	4	7	4	15.65	14.52
Gibson	2	6	1	5	14.59	14.12
Tileston	..	4	..	2	.....	14.43
Other Sources	1	1	1	1	18.00	
Totals	27	37	23	29		

Of the candidates admitted, there were,

Between twelve and thirteen, one.
Between thirteen and fourteen, nine.
Between fourteen and fifteen, twenty.
Between fifteen and sixteen, twenty-five.
Between sixteen and seventeen, six.
Between seventeen and eighteen, one.
Between eighteen and nineteen, two.

SPECIAL SCHOOLS.

It is clear that the best interests of a city like Boston demand that educational institutions should be provided at public expense, beyond the strict requirements of the statutes. The statutes of the Commonwealth require every town to keep for at least six months in each year, schools sufficient for the instruction of all the children therein, in the elementary branches of education. In addition to these elementary schools, towns containing a certain number of inhabitants are required to maintain a school in which certain specified branches of a higher education shall be taught. There are no existing special laws requiring the city of Boston to maintain institutions of education. If, therefore, the city government were to confine their appropriations for schools to the strict requirements of the law, our Primary and Grammar Schools would be kept open only six months in each year, and from the Grammar School programme we should be obliged to cut off vocal music, the history of England, composition, declamation, natural philosophy, physiology, book-keeping, and the Constitution of the United States. Our five High

Schools would be merged in one, and that one would be kept only thirty-six weeks in each year.

The principle has been established that a municipality may go beyond the requirements of the law in making provisions for schools. Nobody now questions the right of a city or town to keep schools during the whole year, or to establish a High School, where the law does not require one.

The legal *power* is not restricted to the legal *duty*. The law prescribes the minimum provisions for education and not the maximum. There is no doubt as to whether a town may go beyond the exact requisitions of the law in providing schools *known to the law*. The question as to whether a municipality may legally establish and maintain special schools not known to the law, seems not as yet to have been authoritatively settled. The act of 1857 giving *permission* to towns to establish and maintain, in addition to schools required by law, schools for the education of persons over fifteen years of age, was probably passed to meet the objections of those who held that a town could not be legally taxed to maintain evening schools for adults. The act of May 16, 1870, requring towns and cities having more than ten thousand inhabitants, and *permitting* all other towns and cities to make provision for instruction in industrial and mechanical drawing, either in day or evening schools, seems to imply that the legislature did not recognize the legal right of a municipality to establish any new description of schools not known to the law.

The authorities of Boston, however, have taken it for granted that there is no legal limitation to the right of a city in this Commonwealth to establish and maintain such educational institutions as are deemed necessary for the welfare of the community. And, should any objection to this course be raised, there is not much doubt, considering the liberal tendency of public opinion in respect to public education, that the action of the city in this matter would be sustained, or that the legislature would give explicit power to every municipality to maintain whatever schools its inhabitants might judge expedient.

Evening Schools. — These schools, during the last year, were more largely attended and more successful than they were during the preceding year. The establishment of an Evening School in the Primary School-house in Harrison avenue, where the higher branches were taught, was an important step in the right direction. This Evening High School was under the charge of Messrs. Anderson and Woolson, masters in the English High School, as principals, who devoted themselves with great earnestness and success to its organization and management. They were ably assisted in the instruction by Messrs. Nichols and Travis, sub-masters in the English High School, and by Mr. R. P. Owen, a very competent and skilful teacher. This school is destined, I trust, to become one of great importance and utility. The whole number of pupils was 142; the average attendance was 83.

The following table presents the essential statistics of the Evening Schools, exclusive of the Evening High School: —

	No. Teachers.	Total No. Pupils.	Average Attendance.
North Bennet street	9	590	107
Chambers street	10	425	142
Ward Room, Pinckney street	10	467	95
Warrenton street	25	485	119
Ward Room, Harrison avenue	17	316	123
Ward Room, South Boston	6	262	57
Union Hall, South Boston	4	165	42
German School	1	60	18
Bath House, Highlands	19	409	104
Gloucester Place, (Drawing)	2	70	28
	103	3,250	835

Schools for Licensed Minors. — There are two schools of this description, one in North Margin street, and one in East-street place. The average number belonging during the last half-year was 81; and the average attendance was 68. The sessions are kept two hours in the morning and two hours in the afternoon. The boys who attend, are chiefly occupied, out of school hours, as newsboys and bootblacks; the former attend at the morning sessions, and the latter at the afternoon sessions. The teachers of these schools are faithful and efficient, and they are doing a very good work. It is very

noticeable that since the establishment of these schools there has been a great change for the better in the appearance and manners of the boys who attend them.

School for Deaf Mutes. — This school was opened in September, 1869. It is located at No. 11 Pemberton square. The average number belonging to the school during the last half-year was 33. It is taught by Miss Sarah Fuller the principal, — who had been for several years a very successful teacher in one of our Grammar Schools, — and three female assistants. The system of instruction pursued is that of *artificial articulation and reading of the lips.* This is the method employed at the Clark Institution for Deaf-Mutes, at Northampton. The teachers are working with extraordinary patience and earnestness, and the results of their instruction have exceeded expectation. Still, it is a question whether it will not be found necessary at least to supplement the method here used by others, which have long been employed, such as the manual alphabet, or the natural language of signs.

VOCAL MUSIC.

In this branch there has been greater progress than in any previous year. For more than twelve years the Committee on Music have steadily persisted in their endeavors to develop a systematic and complete organization of this branch of instruction. They now have the satisfaction of seeing their patient efforts crowned with success.

On entering the Primary School at five years of age, the child is at once taught to produce musical sounds, and to sing little pieces adapted to his capacity. From this point the course of musical instruction is continued by an easy and just gradation all the way up through the Primary, Grammar, and High Schools. There are two features of the system which produce a strong impression upon the minds of competent visitors from other States and countries, — the thorough scientific training imparted to the pupils, and the provision requiring the instruction to be given mainly by the regular school teachers, aided and superintended in this work by a limited corps of professional teachers of music. The system is both efficient and cheap. It is found that about ten minutes a day, properly employed, are sufficient to produce most excellent results in this branch. And everybody who understands school economy, knows that the time thus devoted to music will not in the least retard the progress of pupils in other branches. For my part, I believe the general progress is the greater for this appropriation of time to music, such is its harmonizing and educating power. As our teachers advance in skill, as our books and charts and other teaching appliances are improved, and as our system of instruction is perfected in other respects, it will be found, probably, that even less time than is now devoted to it may be needed for this branch, and a smaller number of special teachers and supervisors of it. The very poorest singing that I now find in the weakest

and most backward schools is better than the very best that was presented as a model only a few years ago. And the improvement in teaching music has very naturally helped the improvement of the methods of handling the other branches. As a general rule, teachers in an elementary school who teach one branch well, teach all branches well.

It is now just forty years since the first movement was made in this city looking to the introduction of vocal music as a branch of common school education. How slow has been the progress! So hard is the task to conquer prejudice, and to convert conservatism! But the object has been accomplished. It is a great step of progress and well worth a struggle of forty years.

DRAWING.

This branch has had a place in our programme of studies for many years, but its progress has been unsteady, uneven, and unsatisfactory. The time has at length arrived, apparently, when it is to be placed on a proper footing in all our schools. Public opinion in this community has been turned to the necessity of systematic instruction in drawing in public schools, by the results of instruction which have been witnessed within a few years in the Institute of Technology, by the act of the legislature, approved May 16, 1870, requiring instruction in industrial and mechanical drawing, by the vigorous movement recently made for the establishment in this city of a museum of fine arts, and by the reports brought home to us from the Universal Exposition at Paris, in

1867, showing the deficiency of art education in America.

It is now understood, by well-informed persons, that drawing is an essential branch of education, and that it should be taught to every child who is taught the three R's. It is indispensable as an element of general education, and it lies at the very foundation of all technical education. It is difficult to conceive of any human occupation to which education in this branch would not prove beneficial. Everybody needs a well-trained eye and a well-trained hand. Drawing is the proper means of imparting this needed training. Drawing, properly taught, is calculated even more than vocal music, perhaps, to facilitate instruction in all other branches of education.

To promote the progress of drawing in our schools, there has been needed a new instrumentality, — I mean a Standing Committee on this branch. Such a committee has at length been appointed, and it has taken hold of the work assigned it with very gratifying vigor and courage. The valuable Report presented to the Board by that committee, will, I trust, be reprinted with the annual Report of the Board.

Our success, after many experiments, in conducting the instruction in vocal music, has taught us how to manage the teaching of drawing with efficiency and economy. It is evident that the actual class-teaching in drawing, as well as in music, can be given by the regular teachers. They will, of course, need instruction and competent supervision and direction. This service can be performed by one able drawing

master, with a small corps of assistants. This course, which is the course recommended by the Committee, is not only the best for the pupils, but it is best for the teachers; for, in preparing themselves for teaching drawing, their general ability and happiness will be promoted. What teacher would not gladly hasten to avail himself of the gratuitous instruction of a first-rate art-master, as a preparation for instruction in drawing in his own class?

TIME.

Sometimes it is said there is not time to do what is required in our schools. I have thought much on this matter. I am strongly opposed to what is called high pressure, whether applied to pupils or teachers, and I would sacrifice any study rather than sacrifice the health of pupils. But if pupils and teachers do too much, — and this fault, I am happy to say, is not so general as it was some years ago, — it is not because they are required to by the regulations. It is owing to causes which it is almost impossible to reach by formal rules and regulations. Where the pupils and teachers have too much to do, it will be found, in almost all cases, to be owing to an exaggerated standard of attainments set up by the teacher, which finds no justification in a fair interpretation of the programme, or to a want of skill on the part of the teachers in handling the branches they have to teach.

The requirements are based on a general average of capacity on the part of pupils and of skill on the

part of the teacher. Here is a teacher working very hard, apparently, to get his pupils to write a few pages in the copy-book in the course of three months, and he has no time for physical exercises, or drawing, or anything else. At the very next school all is changed. The pupils write more than the regulations require, and better; nothing is behind, and nothing is neglected. The difference is that one of these teachers takes pains to learn how to do it, and the other is an illustration of how not to do it.

Respectfully submitted.

JOHN D. PHILBRICK,

Superintendent of Public Schools.

SEPTEMBER, 1870.

STATISTICS

ACCOMPANYING THE SEMI-ANNUAL REPORTS OF THE SUPERINTENDENT OF SCHOOLS FOR THE SCHOOL YEAR

1868—69.

STATISTICS OF THE SCHOOLS.

TEACHERS.

Tables showing the number of teachers of each sex in the different grades of schools, August 31, 1870.

REGULAR TEACHERS.

SCHOOLS.	Males.	Females.	Total.
Latin School	7	....	7
English High School	11	....	11
Girls' High and Normal School	1	16	17
Highlands High School	1	4	5
Dorchester High School	1	3	4
Grammar Schools	64	379	443
Primary Schools	....	323	223
Licensed Minors	....	2	2
Deaf-Mute School	....	4	4
Evening Schools	31	68	99
Totals	116	799	915

SPECIAL TEACHERS.

SCHOOLS.	Males.	Females.	Total.
Vocal and Physical Culture: all the Schools	1	..	1
Military Drill: Latin, Eng. High and Highl'ds	1	..	1
Drawing: High and Grammar Schools	4	1	5
French: High Schools	3	1	4
German: Girls' High and Normal	1	..	1
Music: High, Grammar and Primary	6	..	6
Sewing: Grammar Schools	..	17	17
Totals	16	19	35

HIGH SCHOOLS.

Abstract of Semi-Annual Returns. February, 1870.

SCHOOLS.	Admitted.	Discharged.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	H'd Masters.	Masters.	Sub-Masters.	H. Assistants.	Assistants.
			Boys.	Girls.	Total.								
Latin	90	13	242	....	242	232	10	96.0	1	2	4	..	..
English High.....	187	31	357	....	357	350	7	98.1	1	3	7	..	..
Girls' High and Nor'l	315	81	....	454	454	432	22	95.0	1	..	..	2	14
Highlands High.....	117	75	61	127	188	182	6	97.0	1	..	..	1	3
Dorchester High....	3	8	40	74	114	109	5	95.0	1	..	..	..	3
Totals.....	712	208	700	655	1,355	1,305	50	96.2 av.	5	5	11	3	20

HIGH SCHOOLS.

Abstract of Semi-Annual Returns. August, 1870.

SCHOOLS.	Admitted.	Discharged.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Head Mast's.	Masters.	Sub-Masters.	H. Assist'ts.	Assistants.
			Boys.	Girls.	Total.								
Latin School.....	8	53	227	....	227	214	13	94.0	1	2	4	..	..
Eng. High School...	0	48	320	....	320	315	5	98.3	1	3	7	..	..
Girls' High & Normal	31	180	....	403	403	377	26	94.0	1	..	..	2	14
Highlands High.....	27	62	50	105	155	149	6	96.0	1	..	..	1	3
Dorchester High....	0	5	46	70	106	101	5	96.0	1	..	..	..	3
Totals.....	66	348	633	578	1,211	1,156	55	95.6	5	5	11	3	20

NUMBER OF BOYS ADMITTED TO THE ENGLISH HIGH SCHOOL FROM THE GRAMMAR SCHOOLS DURING THE YEARS 1844-1870.

SCHOOLS.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.
Adams	9	10	10	7	9	9	5	11	11	0	0	0	0	1	2	7	5	3	1	7	2	7	8	4	18	1	11
Bigelow (Hawes)	7	4	1	2	5	7	4	3	4	5	6	7	8	9	15	10	9	5	3	6	4	13	13	19	16	21	24
Boylston	5	5	2	4	4	1	3	0	2	2	1	1	0	0	0	3	4	3	0	2	4	9	2	4	14	2	0
Brimmer	1	2	3	7	4	10	11	5	11	8	10	16	10	19	13	19	25	19	18	18	15	28	24	33	27	21	24
Chapman	..	..	..	..	..	0	0	3	1	3	3	3	2	1	3	2	5	5	1	3	6	3	4	12	17	9	14
Dwight	0	0	0	1	4	2	3	4	3	4	3	3	5	1	7	5	9	3	20	14	45	34	35	33	23	27	38
Eliot	8	9	6	9	2	6	2	0	4	9	9	9	7	8	4	3	4	4	3	8	6	8	13	8	9	20	11
Latin	0	1	2	5	4	0	0	0	4	3	5	5	2	8	2	1	0	6	6	2	4	3	3	2	3	1	7
Lawrence	..	..	..	..	..	..	..	..	..	..	..	..	0	0	0	6	4	2	5	1	2	1	7	5	6	14	18
Lincoln	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	0	6	3	4	3	6	3	8	5	17	15	18
Lyman	0	3	5	4	..	6	1	2	0	4	3	2	1	0	0	2	2	2	0	0	0	1	5	7	6	6	7
Mayhew	7	9	3	4	8	6	11	8	11	14	7	3	6	13	6	9	7	6	5	6	9	8	15	11	7	10	5
Phillips	0	4	10	10	12	8	9	7	7	7	6	6	3	5	8	7	9	9	13	2	13	7	13	7	9	10	10
Prescott	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	9	6	7
Quincy	..	..	..	0	2	3	10	8	11	12	4	11	8	18	14	8	9	6	8	11	7	16	16	10	12	12	15
Rice	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10	18	26

GRAMMAR SCHOOLS.

Semi-Annual Returns. February, 1870. [*Dorchester excluded.*]

Schools.	Admitted.	Discharged.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Masters.	Sub-Masters.	Ushers.	H. Assistants.	Assistants.	Sew'g Teach's.
			Boys.	Girls.	Total.									
Adams . . .	284	264	349	246	595	568	27	94.8	1	1	.	4	8	1
Bigelow . .	191	56	789	. .	789	754	35	95.6	1	1	1	3	10	.
Bowditch . .	400	487	. .	709	709	667	42	94.1	1	.	.	5	12	1
Bowdoin . .	289	238	. .	515	515	483	32	93.0	1	.	.	3	8	.
Boylston . .	600	125	262	225	487	453	34	93.2	1	1	.	1	7	.
Brimmer . .	370	284	666	. .	666	637	29	95.5	1	1	1	2	11	.
Chapman . .	120	55	279	233	512	483	29	94.0	1	1	.	4	5	1
Comins . . .	280	96	393	364	757	703	54	92.6	1	1	.	5	9	1
Dearborn . .	516	441	361	353	714	672	42	94.1	1	1	.	2	10	1
Dudley . . .	295	248	. .	365	365	337	28	93.0	1	.	.	2	5	.
Dwight . . .	609	599	674	. .	674	646	28	95.0	1	1	1	2	9	.
Eliot	467	389	741	. .	741	709	32	96.0	1	1	1	2	11	.
Everett . . .	699	280	. .	754	754	717	37	94.9	1	.	.	4	10	1
Franklin . .	715	676	. .	661	661	620	41	94.0	1	.	.	4	11	1
Hancock . .	719	465	. .	919	919	887	32	97.0	1	.	.	5	13	1
Lawrence . .	365	281	774	. .	774	758	16	97.0	1	1	1	2	12	.
Lewis	232	124	219	212	431	409	22	93.8	1	1	.	3	6	1
Lincoln . . .	191	150	426	280	706	671	35	95.0	1	1	.	4	9	1
Lyman . . .	312	181	305	171	476	451	25	94.5	1	1	.	3	6	1
Mayhew . .	376	272	532	. .	532	494	38	92.5	1	1	1	1	9	.
Norcross . .	296	222	. .	653	653	637	16	98.0	1	.	.	3	9	1
Phillips . . .	201	141	591	. .	591	546	45	92.1	1	1	1	1	9	.
Prescott . .	377	327	294	252	546	509	37	98.0	1	1	.	4	7	.
Quincy . . .	670	540	725	. .	725	689	36	95.1		1	1	2	11	.
Rice	588	339	558	. .	558	537	21	96.2	1	1	1	2	6	.
Shurtleff . .	780	240	. .	527	527	491	36	93.3	1	.	.	4	7	1
Washington	229	208	378	. .	378	359	19	94.3	1	1	.	3	5	.
Wells	267	251	. .	455	455	439	16	96.0	1	.	.	3	7	.
Winthrop . .	792	658	. .	797	797	716	81	90.0	1	.	.	5	12	1
Totals . .	12,230	8,637	9,316	8,691	18,007	17,042	965	94.4 av.	29	19	9	88	254	

GRAMMAR SCHOOLS.

Semi-Annual Returns. August, 1870.

Schools.	Admitted.	Discharged.	Average Whole No.			Average Attendance.	Average Absence.	Per cent of Attendance.	Masters.	Sub-Masters.	Ushers.	H. Assistants.	Assistants.	Sew'g Tch'rs.
			Boys.	Girls.	Total.									
Adams	218	243	352	225	577	535	42	93.5	1	1	.	4	8	1
Bigelow	257	257	816	. . .	816	773	43	94.7	1	1	1	2	13	.
Bowditch	306	384	. . .	672	772	619	53	92.0	1	.	.	5	12	1
Bowdoin	160	220	. . .	520	520	473	47	90.0	1	.	.	3	8	.
Boylston	217	260	222	203	425	389	36	91.4	1	1	.	1	8	1
Brimmer	243	461	654	. . .	654	616	38	94.0	1	1	1	2	11	.
Chapman	92	68	277	220	497	458	39	91.0	1	1	.	4	6	1
Comins	185	170	446	420	866	793	73	91.5	1	1	.	5	11	1
Dearcorn	150	174	380	351	731	681	50	93.5	1	1	.	3	11	1
Dorchester District	253	208	494	953	459	841	112	86.7	8	.	.	.	23	1
Dudley	169	261	. . .	347	347	310	37	89.0	*1	.	.	2	6	1
Dwight	379	685	600	. . .	600	572	28	94.0	1	1	1	2	9	.
Eliot	309	382	756	. . .	756	717	39	95.0	1	1	1	2	11	.
Everett	185	639	. . .	639	639	600	39	93.0	1	.	.	4	10	1
Franklin	413	667	. . .	618	618	568	50	91.0	1	.	.	4	10	1
Hancock	360	470	. . .	945	945	906	39	96.0	1	.	.	5	13	1
Lawrence	290	288	854	. . .	854	819	35	95.9	1	1	1	2	12	.
Lewis	183	174	233	221	454	418	36	91.8	1	1	.	3	6	1
Lincoln	108	71	425	304	729	678	51	93.0	1	1	.	4	10	1
Lyman	190	157	323	185	508	464	44	91.3	1	1	.	3	7	1
Mayhew	209	263	537	. . .	537	492	45	91.0	1	1	1	1	9	.
Norcross	273	307	. . .	689	689	668	21	97.0	1	.	.	3	9	1
Phillips	112	107	620	. . .	620	555	65	89.4	1	1	1	1	9	.
Prescott	387	383	293	250	543	497	46	91.0	1	1	.	4	7	.
Quincy	227	306	741	. . .	741	696	45	93.7	.	1	1	2	11	.
Rice	313	537	600	. . .	600	559	41	92.4	1	1	1	2	10	.
Shurtleff	227	247	. . .	561	561	503	58	89.0	1	.	.	4	8	1
Washington	76	88	390	. . .	390	367	23	94.6	1	1	.	3	5	.
Wells	172	247	. . .	453	453	427	26	93.0	1	.	.	3	7	.
Winthrop	431	651	. . .	766	766	686	80	89.0	1	.	.	4	12	1
Totals	7,094	9,375	10,013	9,048	19,061	17,680	1,381	92.3 av.	36	19	9	87	292	17

* Female Principal.

GRAMMAR SCHOOLS.

Table showing the number of Pupils in each Class, the number of the different ages, and the whole number in each Grammar School (Dorchester Schools excluded), Feb, 28, 1870.

Schools.	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Whole No. Feb. 28, 1870.	Under 8 years.	Between 8 and 10 years.	Between 10 and 12 years.	Between 12 and 14 years.	Between 14 and 15 years.	Over 15 years.
Adams . .	40	46	134	99	85	181	585	1	93	227	167	49	48
Bigelow. .	42	53	105	113	227	265	805	3	140	290	256	71	45
Bowditch .	31	75	93	71	161	243	674	6	135	244	195	77	17
Bowdoin .	47	88	97	92	92	100	516	1	69	165	154	75	52
Boylston .	. .	. . .	52	95	94	234	475	1	110	198	125	27	14
Brimmer .	42	50	137	136	136	163	664	1	123	217	218	70	35
Chapman .	38	46	103	123	110	104	524	2	67	170	168	108	9
Comins . .	46	49	114	119	228	235	791	2	72	293	299	80	45
Dearborn .	78	85	89	104	106	228	690	. .	70	235	274	59	52
Dudley . .	42	49	50	44	48	116	349	. .	33	122	131	37	26
Dwight . .	46	98	99	105	141	144	633	2	89	172	226	81	63
Eliot . . .	41	100	100	105	194	191	731	8	151	274	222	60	16
Everett . .	50	101	95	153	162	176	737	0	118	212	220	127	60
Franklin .	39	90	68	72	113	183	565	1	55	180	175	74	80
Hancock .	33	41	197	180	206	231	888	15	207	332	243	70	21
Lawrence .	48	54	105	193	173	208	781	10	187	257	231	72	24
Lewis . . .	45	73	47	102	95	75	437	. .	67	135	125	62	48
Lincoln . .	92	99	97	105	165	160	718	. .	171	224	214	66	43
Lyman . .	54	65	72	82	86	114	473	. .	56	153	189	50	25
Mayhew .	77	45	44	47	130	174	517	2	82	195	167	50	21
Norcross .	37	49	110	103	159	178	636	1	123	248	196	52	16
Phillips . .	43	52	141	101	100	133	570	. .	108	240	160	49	13
Prescott .	26	32	95	92	92	207	544	. .	81	175	186	59	43
Quincy . .	47	52	106	160	157	212	734	6	146	277	232	64	9
Rice . . .	43	51	53	111	151	178	587	1	104	228	184	42	28
Shurtleff .	40	47	107	95	106	131	526	1	99	160	172	58	36
Washingt'n	26	39	37	44	95	127	368	. .	43	132	130	34	29
Wells . .	33	45	42	94	91	140	445	1	52	141	148	55	48
Winthrop .	44	89	98	136	151	265	783	. .	107	258	255	80	83
Totals . .	1,270	1,763	2,687	3,076	3,854	5,096	17,746	65	2,958	6,154	5,662	1,858	1,049

GRAMMAR SCHOOLS.

Table showing the number of Pupils in each Class, the number of the different ages, and the whole number in each Grammar School, August, 1870.

Schools.	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Whole No. July, 1870.	Under 8 years.	Between 8 and 10 years.	Between 10 and 12 years.	Between 12 and 14 years.	Between 14 and 15 years.	Over 15 years.
Adams . .	53	118	35	113	77	100	496	1	89	173	148	58	27
Bigelow. .	34	46	84	195	206	240	805	9	172	287	244	50	43
Bowditch .	27	65	71	72	149	212	596	6	112	213	180	66	19
Bowdoin .	45	74	88	102	105	108	522	1	76	167	151	62	65
Boylston .	. .	. . .	61	74	70	164	369	4	109	146	95	10	5
Brimmer .	37	25	80	76	87	157	456	8	100	150	130	35	33
Chapman .	33	40	93	105	111	157	539	0	95	180	154	68	42
Comins . .	41	40	91	188	209	232	801	0	106	300	263	80	52
Dearborn .	67	68	86	82	144	208	655	0	64	258	209	66	58
Dorch. Dist.	95	154	162	182	204	170	967	10	134	282	358	119	64
Dudley . .	37	25	30	35	66	63	256	0	40	81	92	22	21
Dwight . .	42	50	17	34	74	98	315	2	54	102	82	33	42
Eliot . . .	31	72	90	89	184	192	658	8	142	252	192	43	21
Everett . .	47	32	34	50	52	80	295	3	57	65	82	33	55
Franklin .	33	52	32	29	59	105	310	0	46	93	77	43	51
Hancock .	35	39	153	170	171	201	778	12	211	306	189	28	32
Lawrence .	41	44	83	184	201	230	783	9	196	234	253	56	35
Lewis . . .	56	37	35	87	96	77	388	2	25	146	119	42	54
Lincoln. . .	67	68	66	74	149	167	591	4	166	187	170	38	26
Lyman . .	36	41	66	75	86	126	430	0	48	146	170	42	24
Mayhew. .	69	33	36	43	115	167	463	2	79	164	156	37	25
Norcross .	33	46	96	100	152	175	602	6	116	232	176	62	10
Phillips . .	39	50	135	117	123	111	575	0	117	230	175	46	7
Prescott .	22	29	54	52	44	125	326	2	85	86	95	31	27
Quincy . .	36	40	75	124	121	258	654	10	128	252	192	59	13
Rice . . .	31	15	42	46	101	128	36	2	90	129	96	34	10
Shurtleff .	37	28	88	80	93	181	507	0	115	181	113	64	34
Washingt'n	35	33	42	42	79	125	356	5	43	142	114	29	23
Wells . . .	30	43	43	94	104	149	463	. .	78	135	166	46	38
Winthrop .	33	48	55	86	132	209	563	7	119	203	136	50	48
Totals . .	1,222	1,455	2,123	2,794	3,564	4,724	15,872	113	3,012	5,522	4,779	1,442	1,004

GRAMMAR SCHOOLS.—DORCHESTER.

Semi-Annual Returns. February, 1870.

Schools.	Admitted.	Discharged.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Masters.	Assistants.
			Boys.	Girls.	Total.					
Atherton	7	2	20	10	30	2	6	80.0	1	
Codman	30	4	57	72	129	116	13	89.0	1	4
Everett	10	30	86	86	172	156	16	91.2	1	4
Gibson	16	12	61	60	121	113	8	93.0	1	3
Harris	11	16	....	....	177	163	14	91.0	1	4
Mather	....	....	....	....	171	151	20	89.0	1	4
Stoughton	35	40	70	63	133	118	15	88.8	1	3
Tileston	6	10	29	27	56	51	5	90.0	1	1
Totals	....	....	....	....	989	892	97	89.0	8	23

GRAMMAR SCHOOLS.—DORCHESTER.

Semi-Annual Returns. August, 1870.

Schools.	Admitted.	Discharged.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Masters.	Assistants.	Sew'g Tchr's.
			Boys.	Girls.	Total.						
Atherton	...	...	18	6	24	18	6	74.0	1*	..	1
Everett	43	45	88	92	180	165	15	91.5	1	4	1
Gibson	19	11	55	55	110	94	16	84.8	1	3	..
Harris	62	62	75	71	146	135	11	92.2	1	3	..
Mather	39	14	92	78	170	140	30	82.2	1	4	..
Minot	43	32	77	56	133	119	14	89.0	1	3	..
Stoughton	24	33	51	62	113	100	13	89.0	1	4	..
Tileston	23	11	38	39	77	70	7	90.7	1	2	..
Totals	253	208	494	459	953	841	112	86.7	8	23	2

* Female Principal.

GRAMMAR SCHOOLS.—DORCHESTER.

Table showing the number of Pupils in each Class, the number of the different ages, and the whole number in each Grammar School, August, 1870.

Schools.	First Class.	Second Class.	Third Class.	Fourth Class.	Fifth Class.	Sixth Class.	Whole No. Feb. 28, 1870.	Under 8 yr's.	Between 8 and 10 years.	Between 10 and 12 years.	Between 12 and 14 years.	Between 14 and 15 years.	Over 15 yr's.
Everett	20	44	39	37	51	0	191	1	30	67	74	17	2
Gibson*	15	17	22	35	12	28	129	0	9	41	54	15	10
Harris	18	29	27	26	27	25	152	0	26	34	50	25	17
Mather	9	22	20	28	46	60	185	8	35	51	65	15	11
Minot	9	12	25	21	40	24	131	1	20	41	40	19	10
Stoughton..	18	22	14	22	14	16	106	0	4	25	48	23	6
Tileston ...	6	8	15	13	14	17	73	0	10	23	27	5	8
Totals...	95	154	162	182	204	170	967	10	134	282	358	119	64

* Grammar class of Atherton reckoned with the Gibson.

PRIMARY SCHOOLS.

Semi-Annual Returns. February, 1870. [*Dorchester excluded.*]

Districts.	Schools.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Between 5 and 8 years.	Over 8 years.	Whole number at date.
		Boys.	Girls.	Total.						
Adams	8	260	154	414	379	35	91.7	282	153	435
Bigelow	14	431	296	727	666	61	91.1	441	294	735
Bowditch	11	194	224	418	377	41	90.8	254	163	417
Bowdoin	9	148	217	365	333	32	90.8	204	174	378
Boylston	6	163	150	313	291	22	93.3	203	111	314
Brimmer	13	291	233	524	473	51	89.8	365	191	556
Chapman	10	291	178	469	434	35	92.4	319	176	495
Comins	21	566	537	1,103	990	113	89.5	602	536	1,138
Dearborn	16	444	404	848	749	99	88.2	425	402	827
Dwight	6	141	151	292	267	25	90.6	189	118	307
Eliot	16	462	286	748	695	53	93.3	405	311	716
Everett	10	273	224	497	458	39	93.5	235	279	514
Franklin	6	161	162	323	299	24	93.6	177	155	332
Hancock	19	406	499	905	858	47	94.5	557	309	866
Lawrence	10	473	. . .	473	453	20	95.7	258	334	492
Lewis	9	239	151	390	345	45	88.3	208	175	383
Lincoln	8	242	144	386	357	29	92.8	228	164	392
Lyman	7	229	129	358	334	24	93.5	188	180	368
Mayhew	10	259	149	408	355	53	88.7	223	190	413
Norcross	12	193	401	594	567	27	95.5	354	244	598
Phillips	8	188	108	296	269	27	90.8	157	150	307
Prescott	9	227	201	428	388	40	90.6	207	228	435
Quincy	21	369	337	706	645	61	91.8	428	270	698
Rice	7	159	122	281	260	21	91.3	152	122	284
Shurtleff	7	177	209	386	349	37	90.5	221	156	377
Washington	12	325	291	616	564	52	91.6	330	303	633
Wells	12	247	270	517	483	34	93.8	312	199	511
Winthrop	9	196	206	402	371	31	91.1	246	172	418
Training School	3	61	59	120	105	15	86.9	74	55	129
Totals	309	7,815	6,492	14,307	13,114	1,193	91.5	8,154	6,314	14,468

PRIMARY SCHOOLS.

Semi-Annual Returns. August, 1870.

Districts.	Schools.	Average whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Between 5 and 8 years.	Over 8 years.	Whole No. at date.
		Boys.	Girls.	Total.						
Adams	9	271	161	432	389	43	89.3	271	168	439
Bigelow	14	426	278	704	625	79	88.2	462	249	711
Bowditch	10	195	203	398	360	38	89.8	284	141	425
Bowdoin	9	145	224	369	334	35	89.1	209	143	352
Boylston	6	167	144	311	286	25	91.8	209	101	310
Brimmer	13	266	209	475	423	52	89.0	294	163	457
Chapman	10	287	180	467	410	57	87.9	296	128	424
Comins	19	496	434	930	817	113	87.4	517	429	946
Dearborn	16	427	372	799	687	112	85.3	425	383	808
Dwight	6	113	130	243	217	26	89.3	139	61	200
Eliot	16	447	279	726	669	57	92.3	402	328	730
Everett	10	268	233	501	457	44	89.0	284	228	512
Franklin	6	160	143	303	273	30	90.0	137	94	231
Hancock	19	395	468	863	810	53	93.6	610	258	868
Lawrence	10	460	. . .	460	443	17	95.6	123	366	489
Lewis	9	230	163	393	337	56	86.3	219	181	400
Lincoln	8	238	147	385	352	33	91.0	228	171	399
Lyman	7	216	117	333	305	28	91.1	178	149	327
Mayhew	10	244	120	364	317	47	86.5	195	167	362
Norcross	12	189	386	575	551	24	95.7	377	211	588
Phillips	8	170	92	262	226	36	85.4	130	125	255
Prescott	9	213	181	394	349	45	90.5	231	144	375
Quincy	12	233	196	429	387	42	89.7	289	157	446
Rice	9	215	176	391	346	45	88.0	214	155	369
Shurtleff	8	211	199	410	352	58	88.4	244	162	406
Washington	15	370	348	718	645	73	89.4	403	303	706
Wells	12	223	248	471	431	40	90.5	301	150	451
Winthrop	9	175	170	345	304	41	87.9	232	93	325
Training School	3	56	49	105	94	11	87.2	37	28	65
Dorchester	19	430	401	831	693	138	82.8	524	333	857
Totals	323	7,936	6,451	14,387	12,889	1,498	89.3	8,464	5,769	14,233

PRIMARY SCHOOLS. — DORCHESTER.

Semi-Annual Returns. February, 1870.

Schools.	Schools.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Between 5 & 8 years.	Over 8 years.	Whole No. at date.
		Boys.	Girls.	Total.						
Atherton	1	16	24	40	29	11	71.0	28	15	43
Codman	3	71	58	129	112	17	90.0	68	64	132
Everett	2	46	44	90	75	15	81.0	52	49	101
Gibson	2	46	26	72	65	7	91.0	48	30	78
Harris	3	....	....	134	111	23	81.9	85	67	152
Mather	3	....	....	144	121	23	84.2	101	66	167
Stoughton	3	57	53	110	88	22	82.0	64	54	118
Tileston	2	36	29	65	57	8	88.4	18	38	56
Totals	19	....	....	784	658	126	83.7	464	383	847

PRIMARY SCHOOLS. — DORCHESTER.

Semi-Annual Returns. August, 1870.

Sub-Districts.	Schools.	Average Whole Number.			Average Attendance.	Average Absence.	Per cent of Attendance.	Between 5 & 8 years.	Over 8 years.	Whole No. at date.
		Boys.	Girls.	Total.						
Atherton	1	18	26	44	36	8	83.0	33	13	46
Everett	2	53	46	99	81	18	76.3	67	26	93
Gibson	2	44	33	77	60	17	78.0	43	40	83
Harris	3	79	72	151	127	24	84.0	92	51	143
Mather	3	77	73	150	122	28	82.3	105	61	166
Minot	3	61	64	125	107	18	85.1	71	52	123
Stoughton	3	63	59	122	102	20	84.9	65	69	134
Tileston	1	17	24	41	38	3	93.1	37	8	45
Stoughton, Intermediate	1	18	4	22	20	2	78.4	11	13	24
Totals	19	430	401	831	693	138	82.8	524	333	857

DORCHESTER.

REPORT OF THE COMMITTEE ON FINANCE,

FOR THE YEAR ENDING MARCH 1, 1870.

The Committee on Finance, in accordance with the duties assigned them by the regulations of the Board, would respectfully report that they have visited and examined all the school-houses in the town, and have made such additions, alterations, and repairs as appeared necessary. They have approved bills for school expenses the past year to the amount of $49,188.54, as appears by the annexed table. The appropriation made by the town was $47,000; income from school funds, $1,656.88; sale of clock, $2.00; total amount to the credit of schools, $48,658.88. Excess of expenditures over receipts and appropriation, $529.66.

Schools.	Teaching.	Fuel.	Care of Houses.	Furniture and Repairs.	Incidental.	Total.
High.	$4,266 66	$171 87	$179 17	$1,180 44	$371 13	$6,169 27
Everett	4,427 98	388 74	175 00	226 56	106 57	5,324 85
Mather	4,415 65	386 57	187 50	108 27	243 56	5,441 55
Adams	4,649 98	486 45	252 09	223 64	102 48	5,714 64
Gibson	3,883 32	275 25	175 50	377 72	138 12	4,849 91
Washington .	4,515 16	361 42	179 13	2,416 24	193 04	7,564 99
Winthrop . . .	4,378 22	362 09	175 00	67 59	130 37	5,113 27
Norfolk	2,533 33	85 50	124 33	21 75	41 75	2,806 66
Hyde Park . .	1,022 36	44 00	45 00	28 50	34 87	1,174 73
Bowdoin . . .	959 81	53 30	67 50	28 87	34 63	1,144 01
Stoughton . . .	500 00	40 25	80 00	17 99	9 40	647 64
	$35,552 46	$2,655 44	$1,940 22	$4,697 57	$1,405 82	$45.951 52
Gen'l expenses	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	3,237 02
Total . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	$49,188 54

DORCHESTER SCHOOLS, YEAR ENDING MARCH 1, 1869.

Schools.	Whole Number in School.		Average Attendance.		Per cent of Attendance.		Under 5.	Over 15.	Teachers.
	Sum.	Wint.	Sum.	Wint.	Sum.	Wint.			
High	89	99	87	95	91	87	..	79	Elbridge Smith, Mary W. Hall.
Everett, 1st Division.	24	19	20	16	89	94	..	4	Roland F. Alger.
2d Div.	33	42	24	34	89	93	..	6	Mary C. Jacobs.
3d Div.	40	42	35	39	88	94	..	4	Mary A. Jenkins.
4th Div.	40	47	30	37	88	90	..	..	Elsie J. Parker.
5th Div.	44	49	32	40	73	81	..	9	Emma A. Fitch.
6th Div.	76	60	72	56	99	90	..	..	Florence L. Etheridge.
7th Div.	65	64	46	47	72	73	3	..	Marion W. Brooks.
Mather, 1st Division.	20	25	19	23	95	96	..	8	Daniel B. Hubbard, M. Esther Drake.
2d Div.	44	58	36	43	88	86	..	13	Rebecca V. Humphrey.
3d Div.	53	45	43	35	91	92	..	1	Isadora Bonney.
4th Div.	61	59	42	45	88	88	..	..	Mary P. Pronk.
5th Div.	54	52	40	39	85	88	..	..	Ella L. Howe.
6th Div.	46	54	35	41	88	89	..	..	Ellen S. Jones.
7th Div.	88	72	57	42	81	83	17	..	
Gibson, 1st Division	28	21	26	20	93	96	..	6	William E. Endicott.
2d Div.	30	38	27	35	90	94	..	6	Mary J. Homer.
3d Div.	29	35	26	30	90	88	..	2	Emma L. Howe.
4th Div.	39	35	34	31	88	89	..	..	Ella Whittredge.
5th Div.	33	26	29	22	88	88	..	..	Mary E. Tolman.
6th Div.	48	45	40	40	85	89	5	..	Frances Harding.
Bowdoin	80	71	61	57	80	76	5	2	Ella S. Wales, Charlotte E. Baldwin.
Adams, 1st Division	24	29	20	26	94	94	..	15	Edwin T. Horne.
2d Div.	28	30	21	25	90	91	..	4	Ann Tolman.
3d Div.	50	56	36	42	93	93	..	2	Mary E. Noyes.

SCHOOLS.	Whole Number in School.		Average Attendance.		Per cent of Attendance.		Under 5.	Over 15.	TEACHERS.
	Sum.	Wint.	Sum.	Wint.	Sum.	Wint.			
ADAMS, 4th Division...	42	37	35	28	87	87	..	..	Sarah E. Hearsey.
5th Div.....	43	48	30	39	86	88	..	..	Martha Foster.
6th Div.	50	59	36	43	86	89	..	..	Anne M. Gilbert.
7th Div.....	70	75	40	36	73	83	3	..	Minna Childs.
STOUGHTON	38	32	30	25	86	92	..	..	Mary J. Pope.
WASHINGTON, 1st Div..	32	27	25	23	89	91	..	5	Joseph T. Ward, jr.
2d Div.....	38	34	25	26	79	84	..	1	Anna Le B. Deanes.
3d Div.....	42	40	31	29	87	84	..	1	Isabel F. P. Emery.
4th Div.....	41	42	33	30	80	82	..	1	M. Abby Robinson.
5th Div.....	44	39	35	28	87	84	..	..	Jane M. Scaverus.
6th Div.	46	45	47	33	80	83	..	..	Frances E. Hildreth.
7th Div.	80	45	35	23	76	70	1	..	Jane S. Burchsted.
WINTHROP, 1st, 2d, 3d.	97	107	85	92	88	86	..	3	Isaac Swan, —— ——
4th Div.....	36	40	32	35	88	88	..	1	Sarah L. Pope.
5th Div.....	45	44	40	40	88	89	..	..	Elizabeth J. Stetson.
6th Div.....	43	42	36	38	84	88	..	..	R. Ella Robie.
7th Div.....	53	47	38	32	72	68	2	..	Hannah C. Pratt.
NORFOLK, 1st, 2d Div..	84	79	67	66	88	90	..	12	Henry Wardwell, Martha A. Baker.
3d Div.....	56	62	38	47	78	88	..	..	Catherine E. Cook.
									Hiram Wilde, Teacher of Vocal Music. Wm. G. H. Smart, Teacher of Writing. Mercy A. Bailey, Teacher of Drawing in the High School.
	2,147	2,118	1,666	1,673	87	87	36	176	

Whole number of persons in town between 5 and 15 years of age, May 1st, 1868, 2,059.

The following Table shows the number of persons in the city between the ages of five and fifteen, in the month of May, for ten years, and also the amount received by the city, in each year, from the State School Fund.

Years.	Persons between Five and Fifteen Years of Age.	Proportion of Income from School Fund.
1861	31,678	$6,045 90
1862	32,929	5,926 35
1863	32,147	6,364 99
1864	32,854	6,430 63
1865	34,902	6,750 44
1866	35,225	8,082 08
1867	36,030	5,310 30
1868	43,109	11,545 13
1869	42,624	8,171 38
1870	46,301	7,226 79

The following Table shows the average whole number, the average attendance and the per cent of attendance, of the public day schools of all grades, for ten years, ending July 31, 1869.

Years.	Average Whole Number.	Average Attendance.	Per Cent.
1860–61	26,488	24,152	91.1
1861–62	27,081	24,544	90.6
1862–63	27,051	24,516	90.6
1863–64	26,961	24,617	91.6
1864–65	27,095	25,001	93.0
1865–66	27,723	25,809	93.5
1866–67	28,126	26,265	94.0
1867–68	32,885	30,399	92.7
1868–69	33,535	31,126	93.3
1869–70	35,164	32,463	92.3

The following Table shows the aggregate of the average whole number and attendance of the pupils of the HIGH SCHOOLS, *for ten years, ending July* 31, 1870.

YEARS.	Average Whole Number.	Average Attendance.	Per cent.
1860–61	667	635	95.2
1861–62	755	725	96.0
1862–63	733	696	94.9
1863–64	527	691	94.5
1864–65	740	712	96.1
1865–66	776	751	96.2
1866–67	873	845	96.7
1867–68	1,050	977	95.7
1868–69	1,064	1,025	95.7
1869–70	1,283	1,230	95.9

The following Table shows the aggregate of the average whole number and attendance of the GRAMMAR SCHOOLS, *for ten years, ending July* 31, 1870.

YEARS.	Average Whole Number.	Average Attendance.	Per cent.
1860–61	12,495	11,692	93.6
1861–62	13,064	12,264	93.9
1862–63	13,347	12,439	93.1
1863–64	13,523	12,601	92.8
1864–65	13,915	13,110	93.8
1865–66	14,394	13,620	94.2
1866–67	14,849	14,026	94.1
1867–68	17,450	16,362	93.3
1868–69	18,043	16,963	93.9
1869–70	19,028	17,807	93.2

The following Table shows the aggregate of the average whole number and attendance of the pupils of the PRIMARY SCHOOLS, *for ten years, ending July* 31, 1870.

YEARS.	Average Whole Number.	Average Attendance.	Per cent.
1860–61	13,326	11,825	88.7
1861–62	13,262	11,556	87.1
1862–63	12,971	11,412	89.4
1863–64	12,713	11,325	87.5
1864–65	12,440	11,179	89.1
1865–66	12,553	11,438	90.3
1866–67	12,405	11,393	91.1
1867–68	14,385	13,060	89.3
1868–69	14,384	13,101	90.4
1869–70	14,739	13,330	90.4

The following Table shows the number of PRIMARY SCHOOLS, *the average number and the average attendance to a school, for ten years, ending July* 31, 1870.

YEARS.	Schools and Teachers.	Average No. to a School.	Aver. Attendance to a School.
1860–61	250	53.0	47.0
1861–62	250	53.0	46.0
1862–63	264	51.0	45.0
1863–64	254	50.0	44.5
1864–65	257	48.4	43.5
1865–66	256	49.0	44.7
1866–67	259	47.8	43.0
1867–68	303	47.4	43.1
1868–69	307	46.8	42.6
1869–70	323	45.9	41.2

SCHOOL CENSUS.

Table showing the number of Children in each Ward between five and fifteen years of age, and the number at school, May, 1870, *as reported by the census taker.*

WARDS.	Children between 5 and 15.	Attending Public schools.	Attending Private schools.
1	4,933	3,729	608
2	5,026	3,895	433
3	2,335	1,742	302
4	1,012	710	235
	2,440	2,284	35
6	1,598	1,049	322
7	6,312	4,758	788
8	1,489	1,166	144
9	,071	1,745	227
10	2,314	1,815	218
11	2,470	1,672	491
12	4,099	3,180	369
13	1,914	1,596	98
14	2,274	1,656	323
15	3,409	2,739	141
16	2,046	1,661	136
Deer Island,	459	459	....
Thompson's Island	100	100	....
Total,	46,301	35,397	4,970

ORDINARY EXPENDITURES.

Annual Expenditures for the Public Schools of Boston for the last seventeen financial years, ending 30th of April, in each year, exclusive of the cost of the school-houses; also the average whole number of scholars for each school year ending July 31.

Financial Year.	No. of Scholars.	Salaries of Teachers.	Rate per Scholar.	Incidental Expenses.	Rate per Scholar.	Total Rate pr. Scholar.
1853–44...	22,528	$192,704 05	8.55	$57,960 46	2.57	11.12
1854–55...	23,439	222,970 41	9.51	62,350 50	2.66	12.17
1855–56...	23,749	224,026 22	9.43	67,380 06	2.84	12.27
1856–57...	24,231	225,730 57	9.32	72,037 71	2.97	12.29
1857–58...	24,732	258,445 34	10.45	86,849 27	3.51	13.96
1858–59...	25,453	268,668 27	10.56	86,098 21	3.38	13.94
1859–60...	25,328	277,683 46	10.96	95,985 15	3.79	14.75
1860–61...	26,488	286,835 93	10.82	111,446 31	4.21	15.03
1861–62...	27,081	300,181 28	11.08	108,245 06	4.00	15.08
1862–63...	27,051	310,632 43	11.50	115,641 97	4.27	15.77
1863–64...	26,960	324,698 51	12.04	140,712 56	4.85	16.89
1864–65...	27,095	372,430 84	13.74	180,734 00	6.67	20.41
1865–66...	27,723	403,300 82	14.54	172,520 76	6.22	20.77
1866–67...	28,126	492,796 66	17.52	186,908 85	6.64	24.16
1867–68...	32,885	548,615 90	16.68	224,090 51	6.81	23.49
1868–69...	33,535	719,628 04	21.45	263,048 96	7.84	29.29
1869–70...	35,164	720,960 65	20.50	226,451 95	7.57	28.07

TOTAL EXPENDITURES.

Table showing the net TOTAL *expenses of the City, for Education, for seventeen years, from May* 1, 1853, *to April* 30, 1870, *inclusive.*

Financial Year.	Salaries of Teachers.	Incidental Expenses.	Cost of School-houses.	Total Expenditure.
1853–54.....	$192,704 05	$57,960 46	$22,587 24	$273,251 75
1854–55.....	222,970 41	62,350 50	103,814 73	389,135 64
1855–56.....	224,026 22	67,380 06	149,732 80	411,139 08
1856–57.....	225,730 57	72,037 71	51,299 26	349,067 54
1857–58.....	258,445 34	86,849 27	225,000 00	570,294 61
1858–59.....	268,668 27	86,098 21	105,186 42	459,952 90
1859–60.....	277,683 46	95,985 15	144,202 67	517,871 28
1860–61.....	286,835 93	111,446 31	230,267 04	628,549 28
1861–62.....	300,181 28	108,245 06	166,181 50	574,567 84
1862–63.....	310,632 43	115,641 97	107,812 74	534,087 14
1863–64.....	324,698 51	140,712 56	5,870 87	471,281 94
1864–65.....	372,430 84	180,734 00	90,609 84	643,774 68
1865–66.....	403,300 82	172,520 76	200,532 64	776,375 22
1866–67.....	492,796 66	186,908 85	101,575 09	781,280 60
1867–68.....	548,615 90	224,090 51	188,790 80	961,497 51
1868–69.....	719,628 04	263,048 96	346,610 78	1,329,287 78
1869–70.....	720,960 65	266,451 95	612,337 86	1,599,750 46

Classification of the Pupils in the Grammar Schools in detail (Dorchester excluded), February 1, 1870.

ADAMS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
R. C. Metcalf, J. S. Tower	1 & 2	1 & 2	..	39	39	14	9
F. F. Preble	1 & 2	1 & 2	47	..	47	14	5
M. L. Harris	3	1 & 2	44	..	44	12	3
M. E. Webb	3	1 & 2	..	48	48	13	5
L. A. Wiggin	6	2	21	25	46	9	6
S. M. Boyd	3	1 & 2	43	..	43	12	9
Clara Robbins	4	1 & 2	..	45	45	12	6
S. J. D'Arcy	5	1 & 2	..	40	40	11	6
E. Chickering	4	1 & 2	54	..	54	11	6
L. F. Gardner	5	1 & 2	..	..	..	12	2
M. M. Morse	6	1	..	42	42	10	3
E. M. Robbins	6	1	46	..	46	10	8
Clara Doane	6	2	45	..	45	10	3

Lucy H. Cobb, Sewing Teacher.

BIGELOW SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
T. N. Barnes, Fred. O. Ellis	1	1	42	..	42	14	3
Leander Waterman	2	1	53	..	53	13	6
Clara E. Farrington	3	1	53	..	53	13	8
Amelia B. Coe	3	1	52	..	52	13	7
Mary Nichols	4	1	56	..	56	12	..
Eliza B. Haskell	4	1	57	..	57	12	3
Ellen Coe	5	1	56	..	56	12	7
Henrietta L. Dwyer	5	1	57	..	57	12	10
Lucinda P. Bowley	5	2	57	..	57	19	..
Mary L. Lufkin	5	2	60	..	60	10	4
Celinda Leaver	6	1	60	..	60	10	6
Lucy P. Bartlett	6	1	56	..	56	10	6
Margaret E. Sharp	6	2	58	..	58	10	5
Mary C. Babcock	6	2	55	..	55	9	5
Mary L. Kinne	6	2	40	..	40	9	11

BOWDITCH SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Alfred Hewins / Frances R. Honey	1	1	..	31	31	14	5
Edith Adams	2	1	..	36	36	14	1
Sarah E. Daley	2	2	..	42	42	13	5
Susan H. Thaxter	3	2	..	46	46	12	6
Caroline L. Badger	3	1	..	46	46	12	8
Ellen McKendry	4	1	..	34	34	11	11
Mary M. T. Foley	4	2	..	37	37	11	9
Mary E. Nichols	5	1	..	40	40	11	7
Caroline W. Marshall	5	1	..	42	42	11	10
Ellen M. S. Treadwell	5	2	..	38	38	11	1
Carolyn E. Jennison	5	2	..	41	41	11	
Annie B. Thompson	6	1	..	47	47	10	5
Margaret E. Sheehan	6	1	..	45	45	10	4
Clarinda R. F. Treadwell	6	2	..	45	45	10	7
Sarah A. Pope	6	3	..	46	46	9	10
Eliza M. L. Evert	6	3	..	35	35	9	4
H. Isabella Hopkins	Irregular classification.			21	21	12	9
				672	672		

BOWDOIN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
D. C. Brown / S. J. Mills	1	1	..	47	..	15	3
Mary Young	2	1	..	40	..	14	9
S. O. Brickett	2	2	..	48	..	14	2
E. G. Wetherbee	3	1	..	52	..	13	1
S. B. Horr	3	2	..	45	..	12	8
E. A. Fay	4	1	..	44	..	12	4
I. W. Wentworth	4	2	..	48	..	11	7
M. A. Palmer	5	1	..	47	..	11	2
L. C. Gould	5	2	..	45	..	10	8
M. F. Grant	6	1	..	44	..	10	7
S. F. Perry	6	2	..	56	..	10	..

BOYLSTON SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
John Jameson / Henry H. Kimball	3 & 4	2 & 1	55	..	55	12	9
Mary L. Holland	4 & 5	2 & 1	56	..	56	11	8
Mary H. Cushman	5 & 6	2 & 1	56	..	56	11	4
Emily S. Hutchins	6	2 & 3	49	..	49	10	2
Bridget A. Foley	6	4 & 5	46	..	46	9	5
Mary A. Davis	3 & 4	2 & 1	..	39	39	13	6
.....	4 & 5	2 & 1	..	46	46	12	6
Jane M. Bullard	5 & 6	2 & 1	..	47	47	11	4
Eliza J. Dyar	6	2 & 3	..	50	50	10	4
L. Ella Bacon	6	4 & 5	..	43	43	9	4

BRIMMER SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
J. Bates / Rebecca L. Duncan	1	1	42	..	42	14	8
E. B. Young	2	1	50	..	50	14	2
J. O. Norris	3	1	46	..	46	13	10
A. D. Hawkes	3	2	41	..	41	13	7
K. C. Martin	3	3	50	..	50	12	4
M. T. Snow	4	1	48	..	48	12	8.5
L. W. Bird	4	2	48	..	48	11	3
A. Snow	4	3	40	..	40	12	9
A. P. James	5	1	47	..	47	11	10
C. J. Spalding	5	2	42	..	42	10	3
M. A. Davie	5	3	47	..	47	10	9
S. J. March	6	1	36	..	36	10	9
H. L. Bodge	6	2	34	..	34	10	8
A. F. Gifford	6	3	46	..	46	9	8
A. M. Chambers	6	4	47	..	47	9	9

CHAPMAN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Geo. R. Marble / M. E. Allen	1 & 2	1 & 1	..	17-23	40	14	9-4
O. W. Dimick	1 & 2	1 & 2	21-23	..	44	13	8
S. T. Synett	3	1 & 2	53	..	53	13	4
S. A. Henshaw	4	1 & 2	64	..	64	12	1
A. A. Cooke	5	1 & 2	58	..	58	11	6
M. D. Kimball	6	1 & 2	55	..	55	10	2
S. F. Tenney	3	1 & 2	..	50	50	13	7
J. F. Reid	4	1 & 2	..	59	59	12	4
A. A. Spencer	5	1 & 2	..	52	52	11	4
P. Wright	6	1 & 2	10	39	49	10	9-10

COMINS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	Sum of the Ages.
			Boys.	Girls.	Total.		
D. W. Jones	1	1	..	24	24	15 0	360 1
A. H. Shurtleff	2	1	..	23	23	14 6	334 2
Alfred Bunker	1	1	22	..	22	14 6	319 0
	2		22		22	14 7	321 2
E. W. Young	3	1	..	55	55	13 7	747 10
Chamberline	4	1	..	49	49	12 6	612 0
F. E. Tilton	3	1	54	..	54	13 1	707 2
S. R. Bonney	6	1	..	56	56	10 10	606 8
J. Bonny	6	2	..	52	52	10 6	545 5
E. C. Fisher	4	1	61	..	61	12 8	775 0
J. A. C. Gray	6	2	64	..	64	10 4	652 7
A. May	5	2	..	57	57	11 2	661 9
C. K. Nickerson	5	1	57	..	57	12 0	685 10
E. J. Page	6	1	58	..	58	11 0	600 6
E. C. Towle	5	2	58	..	58	11 6	680 11
C. P. William	5	1	..	54	54	12 2	658 7
D. O. Wait	Ungraded.		13	12	25	12 0	302 0

DEARBORN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
William H. Long / L. Anna Dudley	1	1	..	38	38	14	9
Harlan P. Gage	1	1	39	..	39	14	11
Harriet E. Burrill	2	1	..	47	47	14	1
Philena W. Rounseville	2	1	43	..	43	13	8
M. Adelaide Spinney	3	1	..	46	46	13	4
Sarah S. Adams	3	1	46	..	46	13	..
Sarah H. Hosmer	4	1	..	48	48	12	6
Frances L. Bredeen	4	1	57	..	57	12	..
Anne M. Backup	5	1	..	54	54	12	..
Helen F. Crawford	5	1	55	..	55	11	5
Mary C. Bartlett	6	1	..	47	47	11	..
Lizzie M. Wood	6	1	64	..	64	11	..
Phebe H. Simpson	6	2	..	62	62	11	..
Louise D. Gage	6	2	55	..	55	9	5

DWIGHT SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
James A. Page / Anna B. Thompson	1	1	46	..	..	14	8
Rodney G Chase	2	1	49	..	..	14	6
Silas H. Haskell	2	1	49	..	..	14	3
Martha E. Pritchard	3	1	54	..	..	12	11
Mary C. R. Towle	5	2	45	..	..	12	11
Laura A. Pendleton	4	1	54	..	..	12	5
Mary E. Trow	4	2	51	..	..	12	3
Elizabeth J. Kelly	5	1	50	..	..	11	11
S. Flora Chandler	5	2	49	..	..	11	5
Caroline E. Jones	5	3	42	..	..	11	3
Amelia M. Hinckley	6	1	44	..	..	10	3
Margaret P. Kelly	6	2	49	..	..	10	11
Lucretia E. Porter	6	3	51	..	..	9	2

DUDLEY SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
S. J. Baker	1	1	..	19	19	14	7
E. A. Pickering	1	1	..	22	22	14	3
J. S. Leavitt	2	1 & 2	..	51	51	13	6
M. C. Whippey	3	1 & 2	..	50	50	12	10
S. M. Wheeler	4	1 & 2	..	46	46	11	10
E. Brown	5	1 & 2	..	50	50	11	4
M. L. Gore	6	1	..	57	57	10	7
S. H. Blaisdell	6	2	..	57	57	10	8

ELIOT SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Samuel W. Mason, Frances M. Bodge	1	1	41	..	41	14	2
Walter H. Newell	2	1	51	..	51	13	3
George K. Daniell, Jr.	2	2	50	..	50	13	..
Adolin M. Steele	3	1	49	..	49	12	5
Elizabeth M. Turner	3	2	49	..	49	12	5
O. Augusta Welch	4	1	53	..	53	11	8
Kate L. Dodge	4	2	55	..	55	11	10
Mary Heaton	5	1	50	..	50	11	2
Georgiana D. Russell	5	1	49	..	49	11	3
Clara Winning	5	2	49	..	49	10	8
Hannah M. Pembroke	5	2	43	..	43	10	4
Emily F. Marshall	6	1	52	..	52	10	7
Lydia K. Potter	6	1	45	..	45	10	9
Mary A. E. Sargent	6	2	52	..	52	10	..
Adelaide E. Badger	6	2	47	..	47	10	..

EVERETT SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
G. B. Hyde / M. E. Johnson	1	1	..	50	50	15	6
M. F. Thompson	2	1	..	53	53	14	6
J. M. Bullard	2	2	..	48	48	14	1
A. C. Ellis	3	1	..	45	45	14	0
M. S. Whitney	3	2	..	50	50	13	5
S. S. Foster	4	1	..	51	51	13	1
E. L. Tolman	4	2	..	55	55	12	11
A. C. Haslett	4	3	..	47	47	12	6
M. A. Gavett	5	1	..	54	54	12	1
E. M. Keller	5	2	..	55	55	11	8
L. M. Alline	5	3	..	53	53	11	4
C. Nelson	6	1	..	60	60	11	1
M. T. Bunton	6	2	..	58	58	10	5
S. W. Pollard	6	3	..	58	58	9	5

FRANKLIN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Granville B. Putnam / Amelia B. Hopkins	1	1	..	39	39	15	5
Sarah P. Mitchell	2	1	..	44	44	15	2
Mary L. Masters	2	2	..	46	46	13	11
Eliz. J. Brown	3	1	..	40	40	14	1
Mary J. Burge	3	2	..	28	28	13	7
Isabella M. Harmon	4	1	..	36	36	13	
Lizzie S. Maynard	4	2	..	36	36	12	4
Sarah D. Hamblin	5	1	..	37	37	12	1
P. Catharine Bradford	5	2	..	39	39	11	4
Sarah A. Gale	5	3	..	37	37	11	1
Catharine T. Simonds	6	1	..	40	40	11	3
Caroline A. Mason	6	2	..	40	40	11	2
Mary A. Mitchell	6	3	..	50	50	10	6
Annie E. Parker	6	4	..	52	52	9	9

HANCOCK SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
McLaurin F. Cooke / Mary C. Nichols	1	1	..	33	33	14	5
Ellen C. Sawtelle	2	1	..	41	41	13	9
Alicia H. Gilley	3	1	..	46	46	12	8
Amy E. Bradford	3	2	..	45	45	13	1
Helen M. Hitchings	3	3	..	52	52	12	7
Josephine M. Robertson	3	4	..	54	54	12	6
Emily F. Fessenden	4	1	..	41	41	11	3
Ellen A. Hunt	4	2	..	46	46	11	10
Emilie F. Siesbüttel	4	3	..	47	47	11	3
Mary E. Skinner	4	4	..	46	46	11	9
Martha F. Winning	5	1	..	52	52	10	10
Helen H. Cheney	5	2	..	51	51	10	6
Sophia L. Sherman	5	3	..	52	52	10	6
Henrietta L. Pierce	5	4	..	51	51	10	4
Marie L. Macomber	6	1	..	59	59	9	11
Achsah Barnes	6	2	..	61	61	10	1
O. M. Lizzie Rowe	6	3	..	56	56	9	1
Annie E. Caldwell	6	4	..	55	55	9	9

LAWRENCE SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Larkin Dunton / Amos M. Leonard	1	..	48	..	..	14	4
Clarence C. Buck	2	..	54	..	..	13	9
Alice Cooper	3	..	52	..	..	13	0
Mary J. Fennelly	3	..	53	..	..	13	0
N. A. Bragdon	4	1	54	..	..	12	8
M. S. Damon	4	1	53	..	..	12	9
M. R. Merrill	4	2	39	..	..	11	7
M. Holmes	4	2	47	..	..	11	6
M. A. Gleason	5	1	42	..	..	11	8
M. A. Moody	5	1	36	..	..	10	9
A. L. Cushman	5	2	49	..	..	10	7
C. M. Lynch	5	2	46	..	..	10	9
E. P. Hall	6	1	48	..	..	10	6
M. E. Stubbs	6	1	47	..	..	10	9
L. Hurlbutt	6	2	57	..	..	9	3
M. L. Gillette	6	2	56	..	..	9	7

LEWIS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
W. L. P. Boardman / Sarah E. Fisher	1	1	..	32	32	15	6
Silas C. Stone	1 & 2	..	35	..	35	15	..
Lizzie S. Morse	2 & 3	..	..	50	50	13	8
Eunice C. Atwood	2 & 3	..	48	..	48	13	7
Emily B. Eliot	4	1 & 2	..	51	51	12	..
Louisa J. Hovey	4	1 & 2	51	..	51	12	6
Henrietta M. Young	5	1 & 2	..	43	43	11	3
Maria B. Clapp	5	1 & 2	52	..	52	10	11
Maria L. Miller	6	1 & 2	..	35	35	9	11
Martha C. Ferry	6	1 & 2	40	..	40	10	..

LINCOLN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
C. Goodwin Clark / A. G. Ham	1	1	50	..	50	14	7
Emma C. Adams	1	1	..	42	42	14	9
Mary E. Balch	2	1	54	..	54	13	1
E. L. Pendleton	2	1	..	45	45	13	3
M. J. Stewart	3	1	51	..	51	12	1
Clara S. Nye	3	1	..	46	46	12	6
V. J. Comey	4	1	54	..	54	12	3
M. S. Butterfield	4	1	..	51	51	11	8
E. F. Willett	5	1 & 2	56	..	56	11	7
H. E. Marcy	5	1 & 2	59	..	59	11	6
Abby M. Holder	5	1 & 2	..	50	50	10	6
M. A. Patterson	6	1 & 2	52	..	52	10	2
E. R. Wyman	6	2	51	..	51	9	8
Susan Carty	6	1 & 2	..	56	56	9	4

LYMAN SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
H. H. Lincoln	1	..	..	15	15	14	10
J. G. Dearborn	1	1 & 2	38	..	38	13	..
C. Lothrop	2	..	..	16	16	13	9
E. F. Russell	2	1 & 2	49	..	49	13	..
M. A. Turner	5 & 2	4	..	46	46	12	..
S. J. Adams	5	1 & 2	54	..	54	10	5
L. J. Lothrop	3 & 1	4	..	39	39	12	9
E. P. Morey	6	1 & 2	60	..	60	10	6
A. J. Pittman	6	1 & 2	..	56	56	9	11
M. P. E. Tewksbury	3	1 & 2	52	..	52	12	6
H. N. Webster	4	1 & 2	51	..	51	12	..

MAYHEW SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Samuel Swan, Emily A. Moulton	1	1	38	..	38	14	..
Q. E. Dickerman	1	2	39	..	39	13	5
G. W. M. Hall	2	1	45	..	45	12	10
Elizabeth P. Hopkins	3	1	44	..	44	12	11
Adeline F. Cutter	4	1	47	..	47	12	4
Sarah W. I. Copeland	5	1	44	..	44	11	6
Alicia O. Quimby	5	2	45	..	45	11	9
Elizabeth L. West	5	3	42	..	42	11	1
Alice A. Tufts	6	1	43	..	43	10	11
Helen M. Coolidge	6	2	48	..	48	11	7
Luciette A. Wentworth	6	3	43	..	43	10	9
Clara J. Simonds	6	4	40	..	40	9	6

NORCROSS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Josiah A. Stearns / Martha A. Thompson	1	..	..	39	39	14	6
Jennie P. Thompson	2	..	..	49	49	13	5
M. M. Nelson	3	1 & 2	..	53	53	13	2
Mary N. Moses	3	1 & 2	..	58	58	12	11
Sarah A. Gallagher	4	1 & 2	..	53	53	11	11
Amanda Marble	4	1 & 2	..	53	53	11	10
Sarah B. Abbott	5	1 & 2	..	53	53	11	2
Mary Kyle	5	1 & 2	..	52	52	11	..
Miranda A. Bolkcom	5	1 & 2	..	57	57	11	6
Juliette Wyman	6	1 & 2	..	57	57	10	..
Juliette Smith	6	1 & 2	..	60	60	10	4
Harriet E. Johnson	6	1 & 2	..	58	58	10	..

PHILLIPS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
J. Hovey / Annie E. Friend	1	..	43	..	43	14	1
E. N. Marston	2	..	52	..	52	13	9
W. W. Spaulding	3	1	47	..	47	13	11
L. M. Porter	3	2	51	..	51	12	7
E. M. Harrington	3	3	43	..	43	13	0
G. A. Munroe	4	1	50	..	50	11	5
N. M. Sutton	4	2	51	..	51	10	8
E. F. Ball	5	1	50	..	50	11	5
V. M. Goss	5	2	50	..	50	10	4
A. Davis	6	1	45	..	45	9	10
G. M. Moore	6	2	48	..	48	9	7
A. M. Wight	6	3	40	..	40	11	7

PRESCOTT SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Jas. F. Blackinton	1	..	..	13	13	15	4
Jas. W. Webster	1 & 2	..	26	..	26	13	8
E. R. Drowne	2	..	..	19	19	14	..
Julia A. Sears	3	..	..	44	44	13	11
Louise S. Hotchkiss	3	..	51	..	51	12	9
Bernice A. DeMerritt	4	..	..	45	45	12	11
Frances H. Turner	4	..	47	..	47	12	4
Ellenette Pillsbury	5	..	..	45	45	12	6
Harriett N. Weed	5	..	47	..	47	11	9
Mary D. Day	6	..	..	42	42	11	1
Carrie B. Bigelow	6	..	51	..	51	11	..
Anna G. DeSilva	6	..	55	..	55	10	..
Lucy E. David	6	..	24	35	59	10	..

QUINCY SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Charles E. Valentine, Annie M. Lund	1	1	47	..	47	13	11
E. Frank Wood	2	1	54	..	54	13	1
Henry C. Bullard	3	1	55	..	55	13	3
Olive M. Page	3	2	52	..	52	12	7
Emily J. Tucker	1	1	..	..	..	..	..
Jane B. Furber	4	1	54	..	54	11	9
Louisa F. Monroe	4	2	50	..	50	11	10
Josephine M. Hanna	4	3	55	..	55	11	6
Mary E. Fogarty	5	1	55	..	55	11	6
Delia A. Varney	5	2	49	..	49	11	..
Carrie F. Welsh	5	3	55	..	55	10	9
Nellie J. Frost	6	1	55	..	55	10	2
Charlotte L. Wheelwright	6	2	57	..	57	10	4
Emily B. Peck	6	3	55	..	55	9	5
Ellen G. O'Leary	6	4	50	..	50	9	9

RICE SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
L. A. Wheelock / F. Gray	1	1	44	..	44	14	3
E. Southworth	2	1	50	..	50	13	9
C. F. Kimball	3	1	53	..	53	13	1
H. D. Hinckley	4	1	52	..	52	12	9
E. M. Simonds	4	2	59	..	59	12	2
C. M. Simonds	5	1	47	..	47	11	4
F. Marshall	5	2	51	..	51	10	3
Vacancy	5	3	58	..	58	11	1
H. Jenkins	6	1	56	..	56	10	10
E. T. Gould	6	2	61	..	61	10	2
H. W. Leatherbee	6	3	60	..	60	9	8

SHURTLEFF SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
H. C. Hardon / A. H. Penniman	1	1	..	40	40	14	9
E. E. Morse	2	1	..	47	47	14	2
L. B. Pendleton	3	1	..	56	56	13	3
E. L. Tolman	3	1	..	51	51	12	9
M. E. Morse	4	1	..	48	48	12	6
S. L. Garrett	4	1	..	47	47	12	1
R. N. Blanchard	5	1	..	52	52	11	..
A. S. Hammond	5	1	..	54	54	11	4
Julia Clapp	6	1	..	42	42	10	8
M. E. Frye	6	1	..	48	48	9	10
H. S. Howes	6	2	..	41	41	10	1

WASHINGTON SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
L. M. Chase / A. M. Williams	1	1	28	..	28	14	11
C. W. Hill	2	2	39	..	39	13	8
H. E. Davenport	3	3	39	..	39	13	1
M. E. Johnson	4	4	43	..	43	12	9
L. H. Bowman	5	5	48	..	48	11	9
M. W. Pond	5	6	47	..	47	11	4
H. A. Lewis	6	7	54	..	54	11	5
L. L. Burgess	6	8	43	..	43	10	8
F. McDonald	6	9	36	..	36	10	5

WELLS SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Reuben Swan / J. Sparrell	1	..	..	33	..	15	4
M. S. Carter	2	..	..	47	..	14	1
E. A. Baker	3	..	..	39	..	13	8
A. I. Boutwell	4	1	..	48	..	13	5
M. T. Locke	4	2	..	49	..	13	..
M. L. Dowdell	5	1	..	42	..	11	11
M. M. Perry	5	2	..	52	..	11	5
E. P. Winning	6	1	..	48	..	11	5
E. M. Brown	6	2	..	45	..	10	11
M. A. Gerry	6	3	..	45	..	9	8

WINTHROP SCHOOL.

Names of Teachers.	Class.	Division.	Number Belonging.			Average Age.	
			Boys.	Girls.	Total.	Years.	M'ths.
Robert Swan	1	1	..	44	44	15	5
Miss Ladd	2	1	..	33	33	15	5
R. R. Joslin	2	2	..	56	56	14	..
Almira Seymour	3	1	..	51	51	14	..
Maria L. S. Ogden	3	2	..	47	47	13	1½
Ella L. Bird	4	1	..	47	47	12	7
Mary F. Light	4	2	..	52	52	12	4
Elizabeth S. Emmons	4	..	..	37	37	14	..
Mary E. Davis	5	1	..	48	48	12	1
Emma K. Valentine	5	2	..	50	50	11	10
Mary J. Danforth	5	3	..	53	53	11	4
Emma V. Flagg	6	1	..	58	58	10	10
Caroline Nolen	6	2	..	54	54	10	8
Maria L. Barney	6	3	..	54	54	11	..
Mary C. Jones	6	4	..	50	50	10	9
Mary E. Barstow	6	5	..	49	49	10	4

ADDRESS OF HON. NATHANIEL B. SHURTLEFF

TO THE SCHOOL COMMITTEE,

IN RESPONSE TO A VOTE OF THANKS AT THE CLOSE OF THE MUNICIPAL YEAR.

At a meeting of the School Committee, held on the fourth of January, 1870, on motion of Alvan Simonds, Esq., —

Resolved, That the thanks of this Board be presented to His Honor Mayor Shurtleff, for the faithful, dignified and impartial manner in which he has presided over this Board during the past year.

The question was put by the Secretary, and the order was adopted unanimously, the members rising and standing in their places. The President made suitable response, after which, on motion of Mr. Hunt, it was voted that the President be requested to furnish a copy of his address, to be embodied in the School Report for 1870.

In response to the resolution, His Honor the Mayor spoke as follows: —

Gentlemen of the School Committee: I return you my most sincere thanks for the kind expressions contained in the vote which you have just passed. Most fully do I appreciate the compliment contained in its sentiments, as emanating from a body of men with whom I have been associated a long time in promoting the interests of good learning and the dissemination of a thorough rudimentary education among all

classes of our fellow-citizens. I consider the sentiment although offered by you, to be equally applicable to yourselves, for without the courtesy and forbearance which you have ever exhibited to me, and which always encourages and supports a presiding officer, I should have been rather a subject for your chiding than for any complimentary allusions.

The meetings of the School Board have been characterized during the past year by the good feeling and harmony that have prevailed at all times among the members, and by the absence of all captious and angry debates. Promptness of action and fidelity of purpose have ever marked your deliberations; and there has been observable in your relations to each other, and to the public, a universal kindness, and a desire to perform your duties acceptably and well for the promotion of the great interests which have been intrusted to your care, as the guardians in learning of the children who are so soon to be the men and women of Boston. I assure you, your efforts for the common good of the young people of our city are recognized as they should be, and justly appreciated by a people fully aware of the importance of your services.

No school year will exhibit greater or more notable results than will this which will be terminated this day. The means for accomplishing a good, liberal education have been more ample than for any previous year in our history: more schools have been established and school-houses built than ever before within a twelvemonth's time. The city has been

liberal in the dispensation of resources, and you have been judicious in the expenditures. Between the City Council and this body there has been a remarkable harmony of feeling, with a co-operation in action, that has conduced much to bring about results, which all who have an interest in our schools and in general education, most willingly acknowledge and sincerely admire.

This meeting, gentlemen, has, as the last of the year, a mixture of pleasing and sad considerations, — pleasing, because so many of us will renew our agreeable duties with our associates for another year, — and sad, inasmuch as many of the valuable members of the Board with whom we have met in council and labor so many years will retire with their laurels. The absence of the familiar faces of these last from the scenes which have been so much benefited by their presence will indeed be to us all a subject of the greatest regret. These, our old associates, leave us to-day, having achieved an honorable reputation, and their fair fame will ever be remembered with respect and affection, while they are performing equally valuable service in other fields of usefulness.

And now, gentlemen, on parting, let me again extend to you my most cordial thanks and sincere gratitude for the kindness and courtesy which you have at all times extended to me as your presiding officer. It has been my most earnest endeavor, whether accomplished or not, to make your labors easy, and your intercourse at the Board pleasant. If I have succeeded in any degree in these efforts,

it will be of the greatest satisfaction to me: and I assure those whose presence I shall greet during the year that is to follow, that it shall be my greatest desire to promote their comfort in all their works. To those who leave us for other duties, and whom it will ever be a pleasure to meet, I bid a most affectionate farewell. May their lives be lengthened to good old age, and be blessed with a full share of prosperity and happiness: and may our Heavenly Father lengthen out their days, and crown them with honors! I thank you all for your personal consideration, and trust that your future will be all that your most ardent wishes can desire.

ANNUAL SCHOOL FESTIVAL.

The Annual School Festival was held in Music Hall, on the afternoon of Tuesday, the nineteenth of July, under the direction of the following Special Committee, appointed for the purpose: —

William R. Alger, John A. Lamson, George D. Ricker, Charles Hutchins, William H. Learnard, jr., Henry S. Washburn, James Morse, Christopher A. Connor, William H. Baldwin, H. P. Shattuck, George M. Hobbs, Moody Merrill, and William Pope.

Invitations were extended to the City Council and heads of departments, the School Committee, all the teachers of the public schools, the medal scholars, and all the pupils of the High and Grammar schools who had received the graduating diploma at the recent exhibitions. State officials and distinguished citizens were also present as guests.

By the skilful hand of Mr. William Doogue, the florist, the hall was made very attractive, the platform specially so, with its border of great hot-house plants, and its huge triangles and rustic urns, containing the 1,058 bouquets which were afterwards given to the scholars. On the face of the balconies were heavy festoons of kalmia, and large floral baskets hung from each gas-fixture.

The Germania Orchestra occupied a place upon

the platform, and enlivened the occasion with some of their best music.

The children, to the number of about one thousand, occupied seats in the two balconies. The adults occupied the floor of the hall, from which the seats had been removed.

In the absence of the chairman, Mr. Learnard presided in a very happy manner.

Prayer was offered by Rev. Joel S. Bingham, D.D., of the Maverick Church, East Boston. After a brief period occupied in addresses by the Chairman, and Hon. D. H. Mason, of the State Board of Education, and Mayor Shurtleff, interspersed with music, the graduates of each school, headed by their master, were marched over the platform, where they were individually introduced to the Mayor, who placed in their hands the bouquets which had been provided for them. At the conclusion of this ceremony, the pupils passed to Bumstead Hall, where a bountiful collation was served to them by their masters; the adults, in the mean time, refreshing themselves with a fine spread in the main hall.

After the collation, the floor of the hall was given up to the pupils and their friends, for promenading and dancing.

REMARKS OF MR. W. H. LEARNARD, JR.

Mr. Learnard said that he was called upon to preside in the place of the gentleman, Rev. Wm. R. Alger, who it was expected would be present and officiate. He regretted exceedingly his absence

from the city, as he knew it must be a disappointment to the audience not to listen to his charming eloquence and his beautiful sentiment. He could only hope, therefore, merely to direct the exercises.

They had met to celebrate another festival of the public schools of the city of Boston. It might not be known to many that the festival has a history which reaches far into the past, — as long ago as when Benjamin Franklin, an illustrious son of Boston, left a legacy to his native city, the interest of which was to be expended in silver medals awarded to boys who were deserving graduates of the public schools. The Selectmen and the School Committee of Boston celebrated then an annual festival in Faneuil Hall. To that festival only boys were invited; in fact, at its commencement, schools for girls had hardly an existence in this goodly city. From early in this century down to 1841, with scarcely an exception, the annual festivals of the schools of this city were celebrated in Faneuil Hall; but in that year the School Committee made a change in the programme, ignoring the annual dinner which had been given to the boys, and a new feature was introduced. They provided a festival and a collation, to which they invited the ladies as well who graduated from the public schools. This was considered at that time a great improvement. This feature was continued down to 1858, when the musical department had been perfected so much that its friends thought they might venture upon a successful festival. Of the success of that feature nobody who was

present doubted, and it was continued until 1868 in connection with the literary festival of the schools, when, by vote of the School Committee, a separate musical festival was inaugurated which has proved a complete success.

Mr. Learnard closed with a reference to Mr. Everett, Lord Ellesmere, and other eloquent and distinguished men who had honored former festivals with addresses, and to the honor which such festivals were to Boston.

Mr. Learnard's remarks were loudly applauded when he closed, and after music by the orchestra, Hon. David H. Mason, of the State Board of Education, was presented and delivered an address.

REMARKS OF HON. DAVID H. MASON.

Mr. Mason said that he supposed he spoke in behalf of the citizens of Boston, but still saw little necessity for speech when there were before him 2,000 beaming faces, all testifying to the excellence of the public schools; more than 1,000 teachers, parents, and friends before him all gave evidence in favor of the public schools. He would detain them from their triumphal march but a few moments, but he wished to add a plea for greater art-teaching in our schools. He would have the walls of every school-house in our city hung with the choicest pictures of the old and new masters, and the corners adorned with the choicest products of sculpture which the old world could furnish. [Applause.] He alluded to dancing as an element of the entertainment of the festival,

and declared that he had yet to find a person old enough to tell when the love of dancing died in the human breast. [Applause.] He had learned that some liberal gentlemen intended to adorn the hall of the new Normal School with statues and choice selections from the old world. He hoped it was true, and that the love of art and the teachings of beauty would never be absent from our schools.

At the close of Mr. Mason's remarks, His Honor Mayor Shurtleff was introduced, and delivered an address as follows: —

REMARKS OF MAYOR SHURTLEFF.

Mr. Chairman, and Friends: This forenoon closes another school year of profitable study, and of happily accomplished educational work; and most heartily do I join with you all in the congratulations of this very pleasant occasion. The city authorities now meet you — teachers and pupils — for reciprocally rejoicing at the happy and successful termination of the well-spent twelvemonth. Patient and painstaking have been your labors in imparting and receiving sound and healthy instruction, and therefore, while we view with satisfaction the good results of the past, let us also look forward to the promise of the future with an unshaken confidence in their desirable prosperous continuance. The general success of the past year affords all who have an interest in our schools a fitting opportunity to feel grateful for the forethought of our predecessors for founding the institution of free schools, and for

carefully watching and nurturing what they so judiciously commenced. Boston may well fell proud of her institutions of learning, which so freely open their portals to all, both rich and poor, and offer to all who will to come and partake of the richest gifts which humanity can proffer for any to accept. Have we not, then, a just right to set apart this afternoon for the peculiar services of our festival, and to be joyful together in gratitude for the past, and also for the delightful anticipations of the future? I feel most sensibly that we may. Never before in this city, and perhaps not in any other, has so large a number of young persons met together to take leave of their teachers in the usual course of completing their studies. I am told that our public schools graduate this year one thousand and thirty young scholars, many of whom — but not all, I hope — consider their schooling at an end. Of this large number, some, I know, intend to prosecute their studies at the various universities and high institutions of learning; all, I trust, propose, as we wish them, to follow out the precepts that have been so well taught them, and spend the remaining years of their life with honor to themselves, credit to the schools, and usefully for the community.

And now, my young friends, before we part let me enjoin upon you never to forget, whatever may be your future in life, that for the education you have so freely received from the city, you owe a debt of obligation, which nothing but an honest and undefiled life can ever repay. If you hereafter remain

with us, be good citizens, be comforts to our firesides and ornaments to our public walks. Let the lessons which you have been taught sink deep into your minds, keeping them ever in remembrance; and never give cause for your teachers to regret that you have once been a pupil of the Boston Public Schools, and that you have in your possession a diploma of honorable graduation.

One ceremony now alone remains to be performed, of no great consequence in itself, but, I trust, of sufficient significance to be remembered by you in after life. The Committee, in accordance with a pleasant custom, has directed me, in behalf of the School Board, to deliver into the hands of each of you a small tribute of personal regard. Though small the gift, preserve it, each of you, in commemoration of this festival. Perchance the form of the slight testimonial may endure after its beauty and fragrance have entirely departed; and agreeable recollections of the past may be recalled by the faded and withered leaves of what this day truly represents, your youthful life of purity, love, and hope.

REPORT

OF

SPECIAL COMMITTEE

ON THE

HIGH-SCHOOL EDUCATION OF BOYS.

AUGUST, 1870.

HIGH SCHOOL EDUCATION FOR BOYS.

In School Committee, July 12, 1870.

Voted, That the Committee on the subject of the High School Education of Boys in Boston, have leave to report in print.

Attest:

BARNARD CAPEN,
Secretary.

In School Committee, Sept. 8, 1868.

Ordered, That a committee of nine be appointed, to consider the subject of establishing an Institution of Learning for graduates of the Grammar Schools, in which both English and Classical studies may be pursued. That said committee shall have public hearings, to which eminent educators shall be invited. That said committee, if they deem it expedient, shall prepare a full and liberal course of study, to be submitted to this Board, which shall include Latin and Greek, one or more modern languages, English Literature, Mathematics, Music and other sciences. That, if the need for such an institution is shown, said committee shall consider the expediency of merging in it the Latin School and the English High School, and of establishing in the new school a special course of study for those who desire to fit for a university education. That in reference to such special class training for the university, said committee shall make inquiry as to the method of teaching the ancient languages in use upon the continent of Europe, as well as in the best English and American schools.

The order was adopted.

The Chair appointed, at the meeting in October, the following as the committee, viz: Messrs. Burroughs, Edward D. G. Palmer, S. K. Lothrop, Merrill of Ward 14, Underwood, Washburn, Shackford, Mason, and Dillaway.

Attest:

BARNARD CAPEN,
Secretary.

IN SCHOOL COMMITTEE, February 9, 1869.

Ordered, That the subject of a new Institution of Learning be taken from the table and referred to a committee of nine.

The Chair appointed as the committee the same gentlemen as were appointed to constitute the committee in October last, viz: Messrs. Burroughs, E. D. G. Palmer, S. K. Lothrop, Merrill of Ward 14, Underwood, Washburn, Shackford, Mason, and Dillaway.

Attest:

BARNARD CAPEN, *Secretary.*

IN SCHOOL COMMITTEE, June 22, 1869.

Ordered, That the committee on a new institution of learning be instructed to present to this Board in print, the remainder of the report of which they have given notice, on or before the thirty-first day of July; and that the report of this committee be made the special order for half-past eight o'clock, at the September meeting of this Board.

Ordered, That the committee carefully examine the High School teaching of boys in Boston; that they be instructed to compare it with that given in other cities, and especially with the plan of the higher schools in the leading cities of France, Switzerland, and Germany.

Ordered, That this committee be hereafter known as the Committee on the High School Education of Boys in Boston.

Attest:

BARNARD CAPEN, *Secretary.*

IN SCHOOL COMMITTEE, March 8, 1870.

Ordered, That the subjects referred, in the year 1868, to a committee on a new Institution of Learning, and in the year 1869, to the Committee on the High School Education of Boys, be referred to a special committee of seven.

The Chair appointed as the committee, Messrs. Washburn, Underwood, S. K. Lothrop, Shackford, Mason, Reynolds, and Monroe.

Attest:

BARNARD CAPEN, *Secretary.*

REPORT.

Rooms of the School Committee,
August, 1870.

The Committee on the High School Education of Boys, in fulfilment of the duties intrusted to them, hereby submit to the Board a new plan of work for the Public Latin School. The system of studies and the organization of the English High School, a second and not less important subject of inquiry, will be considered in a separate and subsequent report. That now offered proposes important changes in the plan of the Latin School; giving to the school a new and higher purpose; and embracing in the range and variety of its studies all that the best schools of our time anywhere offer. It is presented with the more confidence, that it has the assent of every member of the Committee, whatever differences of opinion may have existed among them at the outset.

Every opportunity has been taken to consult professional teachers in this neighborhood, and these gentlemen have given to the proposed alterations their warm approval. The Committee are convinced that the educated mind of New England is ripe for such a change in schools of this class, and they believe that the example thus set in Boston will be promptly followed in every direction, and greatly advance among us the higher interests of education.

The Public Latin School is an old school, endeared to many among us by cherished memories, and, from its long and honorable history, an object of honest pride. It is a matter of deep regret that its prosperity does not keep pace with the development of the city. Indeed, if the boys in this school were taken to represent the whole number in this community destined to receive thorough mental culture, many a small town in New England would show a larger proportion of liberally educated men than the metropolis. The comparison becomes still more discouraging, if we bear in mind the very small number of those attending the school who gain its professed object, — preparation for college study. The statistics of the school for the past fifteen years show that only one-fifth of those who enter it complete its course and proceed to college. For that large majority, therefore, whose opportunity for mental culture ends with this school, a training in which the whole course of study is kept subordinate to this aim of preparation for college,— many important subjects of thought being ignored or but little pursued, in order to meet the requirement of Cambridge in other branches, — is surely eminently unwise.

Argument is not needed to show that the study of antiquity forms to-day as important a part of any plan of general culture as it ever has heretofore. That ordained succession in the development of our race, which we cannot alter, — the familiar fact that the thoughts, customs, and laws of our every-day life have been largely inherited from the earlier nations,

and took their shape ages before our birth,—must forever stamp as imperfect any training which seeks to set aside the great department of human knowledge in question. And, moreover, after full allowance is made for the scepticism now so prevalent as to the real importance of classical learning, as well as for that other tendency, which seeks to put all knowledge to the test of immediate utility, undervaluing any culture whose direct connection with success in life cannot be made evident, all the causes which prevent the full success of the school will not have been stated.

If we except the introduction of a certain amount of French into the Latin School, and some enlargement of the course of geometry, no change in the list of studies has been made for nearly forty years. Within these forty years, nearly everything that makes the great schools of Europe preëminent, had its birth. If we contrast the amount of work accomplished in these schools with that done in our own, the narrow range of studies among us, and the monotony of our teaching, are most strikingly shown. Our boys enter school at twelve years, and leave it at eighteen. The age of boys entering and leaving schools of Europe is the same. The hours of school-work are in many of those schools identical with our own; and are nowhere greatly in excess of our limits.

The foreign boy, when eighteen or nineteen, has completed an ample preliminary education, and comes well prepared to the studies of an industrial

or a professional career; or, it may be, to the more advanced pursuit of science or letters. As to his Latin and Greek, while he has not neglected a most careful study of language, he has, at the age named, been made familiar with the whole range of Greek and Roman literature; has read Horace and Juvenal, Seneca and Tacitus, Lucretius and the Latin Comedies, none the less than Virgil, Ovid, and Cicero; he has studied Demosthenes and Plato, Herodotus, Thucydides, and the Tragedians, as well as his Homer; he has carefully cultivated the literature of his mother tongue; he has learned, beside it, two other modern languages; in many of the schools, and notably in the French, the whole glorious teaching of history, ancient, mediæval, modern, and contemporaneous, has been laid before him, and, skilfully interwoven with it through all the years, the study of geography; he has had a most thorough and extended course of mathematics; in the department of the natural sciences and natural history, mechanics, physics, and elementary chemistry have been carefully taught, and also botany, zoölogy, and the leading facts of geology and astronomy; music, drawing, and gymnastics have, in most schools, been kept up throughout the course.

The boy who leaves our Latin School at eighteen years, finds awaiting him four other years of preliminary work before he can enter upon the special studies of his calling. In Latin, he has read, among the great authors, only Ovid, Virgil, and the orations of Cicero; in Greek, nothing but the Iliad. It would

be a farce to say that he has had any real teaching in English literature, history, mechanics, or any portion of natural history or natural science. Such great facts, even, as those of elementary astronomy, he knows by accident, if he knows them at all. In mathematics his instruction has been notoriously weak. He has been taught no drawing or music, and, if we except his military drill, no gymnastics.

Two objections demand consideration. Desirable as it might be to secure for our boys an ampler education, the changes proposed are, it is urged, out of question, since the Latin School is only a preparatory training school for Harvard College, has enough to do in meeting the requirements of Cambridge, and can accomplish nothing further. In reply to this view of the case, it is enough to say, that the Committee are in many ways assured that nowhere will such an advance in school teaching be more welcome than at Cambridge; that earnest-hearted instructors there consider such a change in schools the first requisite toward a forward movement in the university itself, for the first time enabling it to undertake without embarrassment its own greater work.

The second objection appears at first sight imposing enough. As things now are, it is said, boys are "worked to death." How is it possible to find time for all this additional farrago of learning which you propose? The results of a different system of teaching seen in operation in other schools, the concurrent testimony, written and oral, of a great number of authorities who have been consulted, leave the Com-

mittee no hesitation in replying, that the inability to accomplish a wider and more varied range of instruction, is due, not to any intrinsic difficulty, but solely to the method hitherto pursued, and to the sacrifice of time which that method involves. And here it is proper to say, that the immoderate and unseasonable study of the rationale of grammar, and especially of syntax, should, among the faults to be rooted out, hold the first place.

The Committee, in now bringing forward their plan, wish emphatically to say, that the purpose of this effort is not in any sense to lower or lessen the classical teaching in the Latin School; but, on the contrary, to extend and develop that teaching, to make its range more varied, while we keep its work equally conscientious and thorough. It is idle to say that any man can attain a mastery of a language like the Latin without hard labor. The study can never become easy; it may perhaps be made more attractive. And that a scholar has not only the undoubted right to the fullest knowledge which his teacher can bring before him, but an equally unquestionable claim, that the instruction shall be made no more unattractive in form than the necessities of the case compel it to be, can hardly be matter of question. It is further the judgment of the Committee, in accordance with what they believe to be the general bent of opinion among scholars at this day, that more effort should be made than has hitherto been common among us, to convey to the boy's mind some impression of the authors read, in their spirit and

power; not permitting philological or antiquarian studies, however important, to shut out of sight the charm of the writer's style, or the weight of his thoughts.

But while thus seeking to advance the study of the Greek and Latin classics, the Committee wish also to introduce an extended study of English literature; to add, if possible, thorough teaching of two modern languages; to provide a suitable method of instruction in history and geography. They have been extremely anxious to strengthen and improve the mathematical course; to give some knowledge of the natural sciences, including mechanics and physics; to teach music to a certain extent; drawing, very thoroughly, as the great means of training the eye and the hand; and gymnastics, methodically, throughout the course.

As has been already stated, this amount of work is accomplished and habitually accomplished by the boys of many other cities within the years of study now established at the Latin School. A well-justified pride in our own boys forbids us to hold them inferior to any other in quickness or ability, and the city of Boston will surely see to it, that boys eager to study shall find at home opportunities and encouragement equal to any that can be obtained elsewhere.

A single fact, which has been repeatedly urged upon the attention of the Committee as that most likely to provoke opposition to the new plan, requires to be plainly set forth. The goal placed before these

boys is no easy one to reach. The prize offered is nothing less than the very best preliminary education which modern times can furnish. To gain it, implies steady, hard toil. Beyond the hours allotted for necessary and healthful play, the boy's time must be given up to his school-work. Frivolous and trifling occupations, amusements which take away the necessary hours of repose and the needed time for study, must be wholly set aside. Parents who cannot ensure this sarrifice, must be content to see their sons share the lot of those to whom Providence has denied that fair measure of bodily vigor, without which such mental labor should never be undertaken.

The Committee recommend for the school the arrangement of studies and the apportionment of school-hours which here follows: —

The school-hours of the first or oldest class shall be thirty in each week; those of the second, twenty-nine; those of the third, twenty-eight; and for each of the lower three classes, twenty-seven; exclusive, in all classes above the fifth, of the time assigned to gymnastics and military drill.

By the term "hours" used hereafter in assigning limits for each branch of study, the Committee intend the time given to that department, whether spent in preparing for the allotted exercise or in performing it. In naming the number of hours for each branch, no attempt has been made to assign the studies to the several days of the week: that work properly belonging to the Head-Master and to the Committee of the school.

To Latin ten hours are given in the sixth class; the same number in the fifth; six hours in the fourth; and seven in each remaining year. Greek will begin in the third year, and will have seven hours in that year, and in each year after.

As to the method to be employed in teaching these two languages, the Committee cannot admit that ripe attainments in classical knowledge demand a continuous drill in the rationale of syntax, which, for the earliest years, is of all studies certainly the most irrational. A different plan has for years been pursued in Germany; and no classical scholars in the world surpass those of that country in thoroughness, accuracy, and extent of classical acquirements. The Committee do not propose hereafter to neglect minute and thorough study of language, but only to arrange differently the period at which this work shall be made most prominent, and to keep it always in due subordination to other, at least equally important, ends. Thus it is their desire that the boy who has acquired an elementary knowledge of the paradigms, and familiarity with a few essential facts only in syntax, shall at once begin to read easy sentences in Latin, and to retranslate into Latin sentences which have been rendered into English: that for a considerable period afterward, much time be devoted to translation through a wide range of authors, not neglecting accuracy, but deferring to a later point in his studies the minuter details of syntax, or, if necessary, taking them up at intervals, in some passage expressly set aside for the exercise of parsing.

In the higher classes, when the pupil has acquired a considerable vocabulary, it is believed that he may profit much by spending a portion of his time in reading authors without translation, and in occasionally committing to memory important passages. It is thought a very great evil, that boys who have read Latin for six years, should know no other writers than Ovid, Virgil, and parts of Cicero; and the Committee, while well aware that the management of details must be mainly left to the teacher and the authorized examiners, are prepared to exact that both in Latin and Greek an extended list of authors like that now submitted, shall form the basis of instruction, the more interesting passages of each writer being selected, and effort being made from year to year to cover as wide a range as the authorities of the school find with all diligence possible. In the higher classes, moreover, it may often be found profitable, to excuse a boy from some of his regular duties, in order that he may devote himself to special work, classical or other, for which he has shown special adaptation.

The list of authors is as follows: —

Sixth Class. — Harkness's Latin Grammar; Harkness's Latin Reader; VIRI ROMÆ; PHŒDRUS, fables.

Fifth Class. — NEPOS; ELIAN, Extracts; Justin.

Fourth Class. — CÆSAR, B. G., OVID, Metamorphoses; QUINTUS CURTIUS; VIRGIL, Æneid I., II. — CICERO, De Amicitiâ, De Senectute. Greek Grammar, Rudiments; Greek Lessons; XENOPHON, Anabasis begun; LUCIAN, Dialogues; PLUTARCH, one life.

Third Class. — Latin Prosody; VIRGIL, Æneid III., IV., V., — Eclogues; CICERO, Archias, Marcellus; SALLUST, Cataline; HOR-

ACE, a few odes; TERENCE, Andria. Adelphi. HOMER, Iliad; ISOCRATES, Panegyric, Athens; PLUTARCH, Morals (one part); LUCIAN, Art of Writing History.

Second Class. — Latin Verses, VIRGIL, Œneid, VI., VII., VIII., — Passages from the Georgics; CICERO, Verres, Catiline, Dream of Scipio; HORACE, Odes, Epodes, Epistles; TACITUS, Agricola; LIVY, one book; QUINTILIAN. Greek Prosody: HOMER, Iliad; EURIPIDES, Alcestis; DEMOSTHENES, Olynthiacs, Philippics; PLATO, Crito, Apologia.

First Class. — VIRGIL, Parts of Œneid; CICERO, De Republicâ; TACITUS, Annals; LIVY; HORACE continued and Ars Poetica; PLAUTUS; LUCRETIUS, Extracts. Greek Verses; HOMER, Odyssey; THUCYDIDES, first book; DEMOSTHENES, Philippics, Crown; SOPHOCLES, Œdipus; ARISTOPHANES, Birds, Clouds.

Throughout the six years, two hours of every week are assigned to the study of English literature. In this brief time it is not to be expected that any complete course can be pursued. That belongs to a university education. The Committee have aimed, after giving a pleasing narrative poem as an introduction, to make an excursion through the whole field; and they wished, in so doing, to follow the chronological order, as best showing the development of the language, and making the scholar acquainted with our literature in its original springs: but this proved impracticable from the necessity of adapting the successive parts of the course to the learner's varying age, capacity and taste. Of course there will not be time for more than a few specimens of each prominent author. It will be doing much, however, if the student is directed to the ample sources from which he can derive amusement for his

leisure hours, and acquires a habit that will illuminate and ennoble his whole life.

To carry out the plan of instruction successfully, it will be necessary that the school shall be provided with a proper number of copies of the larger works to be read. It is quite probable that a volume can be prepared to contain the shorter selections in their order.

Your Committee are of opinion that one of the Masters should take sole charge of this department, that he may be able to give to the study a living interest, — an interest never reached in schools where the overtaxed master merely listens to an unappreciating repetition of words. They also advise that not more than fifteen or twenty pupils at a time should take part in the exercise.

With this brief explanation, they submit a list of authors and selections, premising that very much of the detail must be left to the judgment and taste of the master. When a work is mentioned, it is intended that the whole shall be read, unless the contrary is stated.

Sixth Class. — SCOTT, "The Lady of the Lake"; Visit of Jeanie Deans to the Queen, from "The Heart of Mid-Lothian"; The storming of Front-de-Bœuf's Castle, from "Ivanhoe." GOLDSMITH, "The Vicar of Wakefield"; "The Deserted Village"; "The Hermit." CAMPBELL, "The Battle of the Baltic"; "Lochiel"; "The Soldier's Dream." WORDSWORTH, "We are Seven." COWPER, "John Gilpin." TENNYSON, "The Charge of the Light Brigade." LEIGH HUNT, The Story of Rhœcus, from "The Indicator," Ch. LII.; "My Books," from the same, Ch. LXIII.; "The Graces and anxieties of Pig Driving," from "The Companion," Ch. IX.

Fifth Class. — Ancient English Ballads. STERNE, the story of Lefevre, from "Tristram Shandy"; "The Starling." MRS. THRALE, "The Three Warnings." BEATTIE, "The Minstrel." COWPER, "Pairing Time Anticipated." HAWTHORNE, Selections from "Twice-Told Tales"; "The Gray Champion"; "David Swan"; "A Rill from the Town Pump"; "Peter Goldthwaite's Treasure." TENNYSON, "The Miller's Daughter." LONGFELLOW, "Evangeline"; Selections from Voices of the Night." MORRIS, "The Man born to be a King," from "The Earthly Paradise." HAZLITT, "On the Ignorance of the Learned," parts of Ch. V. of "Table Talk."

Fourth Class. — GRAY, "Elegy written in a Country Churchyard"; "The Progress of Poesy"; "On a favorite cat drowned in a tub of gold fishes"; Ode, "*Ruin seize thee*," *etc.* ADDISON AND OTHERS, from "The Spectator," Nos. 106, 112, 116, 157, 159, 223, 499, 575, 631, 635. MOORE, "Lalla Rookh." BURNS, "Epistle to Davie"; "Epistle to a Young Friend"; "To a Mouse"; "To a Mountain Daisy"; "To Mary in Heaven"; "For a' that." IRVING, Selections from "The Voyage"; "The Legend of Sleepy Hollow"; "Rip Van Winkle." BRYANT, "To the Evening Wind"; "To a Waterfowl"; "Thanatopsis." HOOD, "The Bridge of Sighs"; "The Song of the Shirt"; "*I remember, I remember*"; "Faithless Nelly Gray"; "Parental Ode to my Son"; "Morning Meditations." HAWTHORNE, Selections from "Mosses from an Old Manse," Parts of a description of the Manse; "A Virtuoso's Collection"; "Rappaccini's Daughter." SHELLEY, "To a Sky Lark"; Introductory Portions of "Queen Mab." ROGERS, "Ginevra," from "Italy."

Third Class. — MILTON, "L'Allegro"; "Il Penseroso." POPE, "The Rape of the Lock"; "The Universal Prayer." IRVING, Selections from the "History of New York," Book III., Ch. 1, Book V., Ch. 8. THOMPSON, "A Hymn"; "*These, as they change*," *etc.* COLLINS, "Ode to Evening"; "The Passions"; "*How sleep the brave*," *etc.* PRESCOTT, Selections from "Philip II."; "The Battle of Lepanto"; "The Siege of Malta." COLERIDGE, "The Ancient Mariner"; "Mont Blanc"; "Genevieve." KEATS, "Ode to a Grecian Urn"; "To a Nightingale"; "to Autumn." BURKE,

"Letter to a Noble Lord." WORDSWORTH, "*She was a phantom of delight*"; Parts of "Ode on the Intimations of Immortality." HOLMES, Selections from "The Autocrat of the Breakfast Table," pp. 105–111, 111–119, 127–129, 189, *et seq.* TYNDALL, On the Influences of the Sun, from "Heat as a Mode of Motion," p. 446, *et seq.*

Second Class.—MILTON, "Lycidas"; Selections from "Comus." POPE, Selections from the "Essay on Man." DRYDEN, "Ode for St. Cecilia's Day"; "Alexander's Feast." SPENSER, Stanzas from first book of "The Faerie Queene." THACKERAY, Selections from the "Four Georges," and from "The English Humorists"; Sketch of Irving and Macaulay in "The Roundabout Papers." LAMB, From the "Essays of Elia"; "Blakesmoor in H—— Shire"; "A Dissertation on Roast Pig"; "Imperfect Sympathies"; "Distant Correspondents." TENNYSON, "The Passing of Arthur"; "Ode on the Death of Wellington"; Songs from "the Princess." LOWELL, "The Vision of Sir Launfal"; "Harvard Commemoration Ode"; Selections from "Fireside Travels." WHITTIER, "Burns"; "The Last Walk in Autumn"; "Evening by the Lake Side"; Selections from "Snow Bound." RUSKIN, Selections from "Modern Painters," Vol. I., pp. 8, 55, 152, 153, 201, 201, 259–261. SHAKSPEARE, "Julius Cæsar"; "As You Like It."

First Class.—MACAULAY, Part of the Essay on "Milton"; Selections from "The Roman Ballads." JUNIUS, "Letter to the King." EMERSON, "Nature," from the "Miscellanies"; "The Snow Storm"; "The Humble Bee"; Selections from "May Day." MARVELL, "Thoughts in a Garden." GEORGE HERBERT, "Sunday"; "Virtue"; "Man." BYRON, Selections from "Childe Harold," Stanzas to Athens, Canto II.; Battle of Waterloo. Canto III.; The Alps, the same; Apostrophe to the Ocean, Canto IV. CARLYLE, Essay on "Burns"; Essay on "Voltaire." ROBERT HALL, Parts of Sermon on the death of the Princess Charlotte. CHANNING, Parts of the Essay on "Napoleon." BEN JONSON, "To the Memory of Shakspeare" (No. XII. of Miscellanies). BACON, Essays, Nos. XXII., XXXV., XLVI., L., LVI. SHAKSPEARE, "The Tempest"; "Macbeth."

To the study of History, with Geography, two hours in every week are assigned throughout the course. No branch of study is so well fitted to supply to a boy the defects of his own limited experience, to enrich, strengthen, and ennoble his mind and character as History, in the hands of an able and enthusiastic teacher. In a school of this class, history should be taught in no disjointed and fragmentary manner, but on a broad and generous plan. Simple in its lessons to the younger boys, concerning itself rather with the great outlines, and illustrating its truths with personal and biographical details, it should reach with the older scholars to a consideration of causes at work, and the connection and interdependence of events. Should an additional year of advanced study be hereafter established, History might profitably be made to include, as in the French schools, the study of our own times. The course of historical teaching prescribed for the schools of France, which receives from all who examine it unconditional praise, appears to your Committee the best model for our imitation, provided only that the history of France itself be made relatively less prominent. In connection with history, geography ought to be thoroughly taught in more minute detail with each year of advancement, and in such order as to illustrate the historical study. Your Committee consider the attempt often made to leave these two subjects to be incidentally taught by masters mainly interested in classical instruction, to be a grave

mistake, inevitably resulting in the almost entire neglect of these departments.

The following statement gives the outlines of the course prescribed for these studies and its distribution through the several years. The question whether text-books shall be used, and if so, what text-books, is left, with all remaining matters of detail, to be decided by others. The programme of the course of History in the Lycées of France is commended to the teacher as a suitable model. He is expected to cover in his instruction the whole range of such a plan.

Sixth Class. — Ancient History of the East. Geography of that part of modern Asia, corresponding to the Asia known to the ancients, between the Mediterranean and the Indus. Geography of the other countries of Asia.

Fifth Class. — History of Ancient Greece. Geography of Southern and Western Europe, corresponding to the Europe known to the ancients. Geography of the other countries of Europe. Geography of Northern Africa, corresponding to the Africa known to the ancients. Geography of the other countries of Africa.

Fourth Class. — History of Ancient Rome. Revision of Modern Geography of Asia, Europe, and Africa. Geography of America and Oceanica.

Third Class. — History of the Middle Ages, from the fifth century to the fourteenth. Physical and Political Geography of Europe in detail thoroughly.

Second Class. — History of the middle ages and of modern times, from the fourteenth century to the middle of the seventeenth. Physical and political geography of Asia, Africa, America, Oceanica, in minute detail.

First Class. — Modern History from the date of the accession of Louis the Fourteenth of France. Review of previous geography. Geography in relation to climate, soil, production, manufactures, commerce. Cosmography.

To the department of modern languages three hours are assigned in the second year, when the study of French begins. The same number of hours is continued in each year till the sixth, when four hours are allotted to this branch. In the third year one half of the time given to modern languages is devoted to the study of some branch of natural science, through the medium of a French translation, and one third of the time in the fourth year is to be similarly employed. In the fourth year and subsequently, the scholar may pursue German if he so elect.

Fifth Class. — Otto's Grammar, first part, transcribing on the black-board part of each exercise.

Fourth Class. — Le Grand Père, or some selected French author to be read, and the rules in the second part of Otto, to be applied in the course of the reading lesson. The recitations from the French treatise on Natural Science to be made in English, with occasional practice in writing on the black-board sentence sfrom the original.

Third Class.—In case the pupil undertakes in this year the study of German, he should begin with Krauss's Grammar, the first or etymological part, with suitable exercises in translation. In French, he should read selections from the best standard comedies, and be made to commit and recite the most striking passages, and should also be exercised in writing on the black-board. The same course is to be pursued in reciting from the French treatise on Natural Science, as during the previous year.

Second Class. — In German, the Exercises in Krauss to be continued with reading and translating from an appropriate reading book. In French there should be original French composition; easy conversational French should be required during the exercises, and some French classic, as Racine, Corneille, Molière, or Rousseau, is to be read.

First Class. — In French, original compositions and exercises in conversation to be continued, with reading in French classics, or in some modern French historical or scientific work. In German, reading from the best modern prose writers and poets.

In the Sixth and Fifth, and also in the Third and Second classes, four hours during each week are given to Mathematics: three hours being assigned to this branch in the Fourth Class; and five hours being allowed to it, with the addition of Book-keeping, in the First Class. The Committee consider it indispensable that this department should be for the present placed in charge of a special teacher, who shall be responsible for the mathematical teaching in all the classes, and receive from the master in each room such aid as he may request.

Sixth Class. — [Sept. to Feb.] Review of Arithmetic, Eaton's Arithmetic and Crittenden's calculations. [Feb. to July.] Elementary Algebra through Simple Equations with one unknown quantity. Ray's Elementary Algebra.

Fifth Class. [The entire year.] Elementary Algebra. Elimination pure and complete; Quadratics; Trinomial Equations; Calculus of Radicals; Inequalities; The Binomial Theorem; Ray.

Fourth Class. — [The entire year.] Plane Geometry. Chauvenet's Elementary Geometry.

Third Class. — [Sept. to Feb.] Pure Algebra begun. Simultaneous Quadratics, Generalization; The Problem of the Couriers; The Problem of the Lights; Involution and Evolution; General Theory of Exponents; Loomis's Algebra. [Feb. to July.] Algebraic Doctrine of Logarithms, including Fundamental properties and practice. Loomis, supplemented by Bremiker's Logarithmic tables. Plane Trigonometry begun. Chauvenet's Trigonometry.

Second Class. — [Sept. to Feb.] Plane Trigonometry finished. Chauvenet. Applications to heights and distances, mensuration, etc. [Feb. to July.] Solid Geometry; Chauvenet's Elementary Geometry.

First Class.—[Sept. to Feb.] Spherical Trigonometry; Chauvenet's Trigonometry; Review of Trigonometric Formula. [Feb. to July.] Higher Algebra; Loomis. Theory of Indeterminates of the Infinite and the Infinitesimal of Imaginary Quantities. [Feb to July.] Discussion of the Quadratic Roots, Permutation and Combinations; Indeterminate Coefficients; Sines. Demonstration of the Binomial Theorem; Outline of the Theory of Equations, Exponential Functions, and the Logarithmic series; Reviews in Arithmetic, including the metric system.

To Natural History and the Natural Sciences, in the sixth, fifth, and third classes, one hour in each week is given; in the fourth class, one hour and a half; and in the second and first classes, two hours in each week. During the fourth and fifth years, instruction is provided by means of a French treatise.

In the introduction of Natural Science and Natural Philosophy into the course of study, the object has been to give such elementary instruction as is absolutely essential to every person of ordinary education. Much can be done to awaken the dormant powers of observation, and impart the needed knowledge of facts, and of natural processes and laws, by a systematic course, pursued even an hour or two in each week, for six successive years. The course has been laid out with the fact in view, that a part of the pupils will obtain here all their knowledge of these studies, while a part will pursue them hereafter in their college curriculum.

The course prescribes, for the Sixth Class, Zoölogy or Natural History, and the manifestations of animal life, chiefly by oral lessons of one half-hour each, twice a week.

For the Fifth Class, Geology two terms during the winter, and Botany two terms in spring and summer, in two lessons of one half-hour each week, with Dana's and Gray's text-books, but relying chiefly on specimens and collections.

For the Fourth Class, Geology and Botany, as in the previous year, with two lessons of three-quarters of an hour each week.

For the Third Class, Physical Philosophy and Mechanics, to be studied in a French text-book, one hour each week.

For the Second Class, Physics and Mechanics, and Astronomy in French, two hours each week.

For the First Class, Astronomy and Chemistry, two hours each week.

In this course, limited as it necessarily is, much may be done to excite the curiosity, to convey the knowledge of universal laws and principles, to furnish the general nomenclature of the principal sciences, and lay the foundation for successful prosecution of any favorite study, whatever may be the business or vocation of active life.

In the Sixth Class, two hours are allowed for penmanship. Music and vocal culture have two hours in the Sixth class; in the Fifth and Fourth classes one hour and a half: and are afterward an optional study. Drawing has, in the lower three classes, a similar allotment of hours; and has one hour in both the Third class and the Second. For Gymnastics and Military Drill one hour is assigned throughout the course: but after the first two years this hour is in addition to the regular school-hours of the week.

Music, Drawing and Gymnastics are to be taught under the supervision of appropriate Committees.

It will be noticed that in the course, as now described, no provision is made for the study of Logic, or of intellectual and moral Philosophy; that there is no school period, in which authors are grouped together in reference rather to the truths taught by them than to their graces of style and expression. It will be question for future consideration, whether a single year, from eighteen to nineteen, ought not to be added for this class of studies, or whether it will be more wise to encourage boys who so wish, to pursue these subjects one year at a University, before beginning their professional or special training.

The Committee offer for the consideration of the Board a new series of regulations for the Public Latin School; embodying in these rules provisions in regard to the number and grade of teachers, the terms of admission, frequent examination, and the system of promotion, which they deem of great importance to the welfare of the school. To avoid unnecessary repetition, these suggestions do not appear in the report itself.

CHAPTER XIII.

Regulations of the Public Latin School.

SECTION 1. The purpose of this school is to give thorough general culture to boys intending to pursue the higher branches of learning, or preparing for professional life.

SECT. 2. This school shall be taught by a Head-Master and as many Masters as shall allow one instructor for every thirty scholars. For the next six years two Masters beside those just mentioned, shall be appointed, of whom one shall have the whole charge of the mathematical course, and give if possible the instruction in the Natural Sciences; while the other shall be teacher of History and Geography, and take charge of the course of English literature. These instructors shall perform their duties in the respective rooms, in presence of the Master of each room, and shall receive from him any aid which they may request. A special teacher shall be appointed for each of the modern languages taught, and special instruction shall be provided in drawing, in music, and in gymnastics, under the supervision of the appropriate Committees.

SECT. 3. Each candidate for admission must be at least twelve years old; he must be able to read English correctly and fluently, to spell all words of common occurrence, and to write well and readily from dictation; must understand mental arithmetic, the

simple rules of written arithmetic, with reduction and fractions, both vulgar and decimal; must be able to explain the terms most used in geography, and to state the leading facts; and must have a sufficient knowledge of English Grammar to parse common prose.

SECT. 4. Candidates for admission shall be examined only on the Friday and Saturday preceding the beginning of the Fall Term.

SECT. 5. The school shall be divided into six classes. The Master and the Chairman of the Latin School Committee may together establish any needed subdivisions.

SECT. 6. The school hours shall be, for the lower three classes, twenty-seven in each week; for the third class, twenty-eight; for the second, twenty-nine; and thirty for the first class; excluding, in all classes above the fifth, the time devoted to gymnastics and the military drill.

SECT. 7. The school course shall last six years. A daily record of each boy's school-work shall be kept. Once in every three months the Head-Master, together with the Master in each room, shall examine the boys in that room. This examination shall occupy not less than an entire school-day, and the result in the case of each boy shall be matter of record. At the close of every school year the results of each boy's daily work shall be added to those of the four quarterly examinations. Those boys only who have attained a definite measure of success, to be from time to time determined by the joint vote of

the Head-Master and the Committee of the school, shall have a right to enter the next higher class; but boys who have remained an entire year without the desired promotion, may be advanced with their companions entitled to promotion, in the propotion of one of the former to three of the latter; unless the negligence of any such pupil has been gross and extreme; and in this class of cases promotion is forbidden.

SECT. 8. Candidates for advancement from the fourth class to the third, shall pass an examination before the Head-Master of the school, a Master designated by the Head-Master, and a person invited by the Committee of the school, for whose service due remuneration shall be provided by the Board; which examination shall be both written and oral, and shall continue not less than three school days. Boys failing at this examination in two successive years shall not remain members of the school.

SECT. 9. At the close of the last school year an examination shall take place before the Head-Master and six other persons invited for the purpose by the Committee of the school, for whose services the Board shall provide due remuneration, to try the readiness of each boy for university studies. This examination shall be with great care arranged to test the real acquirements of the scholar; no special adaptation of his studies in the weeks preceding shall be permitted; all possible sources of discomfiture and embarrassment shall be watched and removed; and the examiners are required to pronounce each candidate either

Prepared or Not Prepared, no other terms being allowed. To those Prepared a suitable diploma shall be given.

SECT. 10. The studies pursued in the several years of the course, and the list of authors used, are here given.

Sixth Class. — Harkness's Latin Grammar (Rudiments); Harkness's Latin Reader; Viri Romæ; Fables of Phœdrus; Scott, Goldsmith, Campbell, Wordsworth, Cowper, Tennyson, Leigh Hunt; Ancient History of the East; Review of General Geography; Geography of Asia; Arithmetic reviewed and completed, Eaton's Arithmetic, Crittenden's Calculations; Elementary Algebra through Simple Equations, one unknown quantity; Ray's Elementary Algebra; Zoölogy; Drawing; Penmanship; Music; Gymnastics.

Fifth Class. — Nepos; Elian, Extracts; Justin; Old English Ballads; Sterne, Mrs. Thrale, Beattie, Cowper, Hawthorne, Tennyson, Longfellow, Morris; Hazlitt; History of Ancient Greece; Geography of Europe and Africa; Otto's French Grammar, first part with exercises; Elementary Algebra, to the Binomial Theorem, Ray; Geology (winter); Botany (spring and summer), Dana and Gray, with specimens; Drawing; Music; Gymnastics.

Fourth Class.—Cæsar, De Bello Gallico; Ovid, Metamorphoses; Quintus Curtius; Virgil, Æneid I., II. — Cicero, De Amicitiâ; De Senectute; Greek Grammar (Rudiments); Greek Lessons; Xenophon, Anabasis begun; Lucian, Dialogues; Plutarch, one life; Gray, Addison, Moore, Burns, Irving, Bryant, Hood, Hawthorne, Shelley, Rogers; History of Ancient Rome; Revision of Geography of Asia, Europe and Africa; Geography of America and Oceanica; Le Grand Père, with applications of Syntax; Exercises in translating and writing from a French treatise on Natural Science; Plane Geometry; Chauvenet's Elementary Geometry; Geology and Botany, as in previous year; Drawing; Music; Gymnastics.

Third Class. — Latin Prosody; Virgil, Æneid III., IV., V., — Eclogues; Cicero, Archias, Marcellus; Sallust, Catiline; Horace, a few odes; Terence, Andria, Adelphi. Homer, Iliad; Isocrates, Panegyric, Athens; Plutarch, Morals (one part); Lucian, Art of Writing History; Milton, Pope, Irving, Thomson, Collins, Prescott, Coleridge, Keats, Burke, Wordsworth, Holmes, Tyndall. History of the Middle Ages, from the fifth century to the fourteenth; Physical and Political Geography of Europe in minute detail; French Comedy; Translation; Recitation; Writing French; Exercises in translating and writing from French Scientific Treatise; Krauss's German Grammar, with Exercises in German; Pure Algebra begun; Algebraic Doctrine of Logarithms; Loomis's Algebra; Bremiker's Logarithmic Tables; Plane Trigonometry begun; Chauvenet's Trigonometry; a French Treatise on Physical Philosophy and Mechanics; Drawing; Music (optional); Gymnastics.

Second Class. — Latin Verses; Virgil, Æneid VI., VII., VIII., — Passages from the Georgics; Cicero; Verres, Catiline, Dream of Scipio; Horace, Odes, Epodes, Epistles; Tacitus, Agricola; Livy, one book; Quintilian; Greek Prosody; Homer, Iliad; Euripides, Alcestis; Demosthenes, Olynthiacs, Philippics; Plato, Crito, Apologia; Milton, Pope, Dryden, Spenser, Thackeray, Lamb, Tennyson, Lowell, Whittier, Ruskin, Shakspeare; History of the Middle Ages, and of Modern Times, from the fourteenth century to the middle of the seventeenth. Physical and political geography of Asia, Africa, America, Oceanica, in minute detail; Racine, Corneille, Molière, Rousseau; French Essay; Conversation in French; Krauss's Grammar, with German Reader; Plane Trigonometry finished, with applications; Chauvenet, Solid Geometry; Chauvenet's Elementary Geometry; Physics; Mechanics; Astronomy (French Treatise); Drawing; Music (optional); Gymnastics.

First Class. — Virgil, Parts of Æneid; Cicero, De Republicâ; Tacitus, Annals; Livy; Horace continued, with Ars Poetica; Plautus; Lucretius, Extracts; Greek Verses; Homer, Odyssey; Thucydides, first book: Demosthenes, Philippics, De Coronâ;

Sophocles, Œdipus; Aristophanes, Birds, Clouds; Macaulay, Junius, Emerson, Marvell, George Herbert, Byron, Carlyle, Robert Hall, Channing, Ben Jonson, Bacon, Shakspeare; Modern History, from the accession of Louis the Fourteenth of France; Geography reviewed; Geography in relation to climate, soil, manufactures, commerce; Cosmography; French, as in previous year, a French Historical, or Scientific author; German prose writers and poetry; Spherical Trigonometry; Chauvenet's Trigonometry; Review of Trigonometric Formulæ, Higher Algebra, etc.; Loomis's Algebra; Chemistry; Astromomy; Music (optional); Gymnastics.

HENRY S. WASHBURN,
SAMUEL K. LOTHROP,
LYMAN MASON,
FRANCIS H. UNDERWOOD,
CHARLES C. SHACKFORD,
JOHN P. REYNOLDS,
GEORGE H. MONROE,
Committee.

REPORT

IN

SCHOOL COMMITTEE

ON

DRAWING.

REPORT.

UNDER the Order of the Board, of July 12th, 1870, the Committee on Drawing present the following Report: —

The attention of the people of this State has been recently called to the great need of more extensive and more suitable instruction in Drawing. Those who have the true interest of free public education most at heart, see that there is a great deficiency in our curriculum, and while the State authorities have made full instruction in Mechanical Drawing obligatory on all towns of more than ten thousand inhabitants, our own city has gone further, and proposes to instruct all the children intrusted to her care, in the foundations of that art of which mechanical drawing is a very small part.

When this Committee was appointed, the programme of studies in the schools of the first twelve wards of this city included drawing. Roxbury and Dorchester also gave instruction in drawing in the higher schools. The Boston programme was well so far as it went, but it was not followed. In many of our schools no time was given for even the very mechanical exercise the rules prescribed. There was a general feeling among the teachers that drawing was simply an accomplishment for those whose leisure might be amused by its exercise, and that the large majority of the children in their charge would

be better off without it; and with this impression, joined to the knowledge that there were no examinations or requirements in this department for promotion to higher schools, it is not strange that the time, already insufficient, was found too short for drawing. In some schools the routine of taking out the books, allowing the children to play with pencil and paper for half an hour, and then putting away the result, often without examination, was virtuously performed. In a few schools, instruction, and good instruction, was given by the master and his assistants, but this was very exceptional.

In the High School, Mr. Henry Hitchings had recently been appointed instructor, and he was doing a capital work, but mostly on raw material, for his pupils have had little practice when they come to him. In the Girls' High and Normal School and Training School, Mr. Wm. N. Bartholomew, with Mr. Hitchings as assistant, gave his whole time very successfully to the work. In the Roxbury High School Mr. B. F. Nutting was instructor, and Miss Mercy A Bailey had charge of the higher grade Dorchester schools. In the Boston Primary schools the "Boston Slate," so called, was used as an amusement rather than for instruction, and in the Roxbury and Dorchester Primary schools no system was used. In the Grammar schools of the city proper, Bartholomew's Series of Drawing Books was ordered by the Rules and Regulations, while in Roxbury, Mr. Nutting's cards or models were used, and in Dorchester, drawing from models or objects.

There was nowhere any system, from the Primary to the High Schools, and in the three sections of the city different methods were in vogue in the intermediate and upper Schools. As some of the Grammar schools practised drawing, while others wholly neglected it, the classes in the High and Normal schools, composed of pupils of all these, were on very unequal footing, and the duties of the instructors were made much more laborious and unsatisfactory. Work which should have been done in Primary and Grammar schools, had to be done at the end of the course, when it could not be done well, and when the time of both teacher and pupil was already fully occupied. Perhaps of all the studies of our public schools, drawing exhibited the most feeble results.

Your Committee were convinced that the work of instruction must be done, if at all, by the regular teachers, under such general superintendence as would be required; but here they found their first difficulty. Very few of the teachers were skilful in the use of either pencil or crayon, and fewer still had correct ideas of the objects aimed at. To many the only result to be attained by the most diligent and careful practice was simply the production of a pretty picture; in other words, the contents of the portfolio, rather than the new powers of mind, were to reward the successful pupil in drawing. The teachers of our public schools, however, are never backward in adopting new ideas or methods when they are convinced of their value, and in the present

case they have not fallen below the requirements of their committee; on the other hand, they have, almost without exception, welcomed and encouraged the new life we were endeavoring to infuse into this branch of instruction. So far as the city proper was concerned, the professional teachers already in the service were deemed sufficient to exercise the needed superintendence.

Then arose the question how should drawing be taught, and this your Committee have endeavored to answer by several months of experiment in both Grammar and Primary schools. Were the problem confined to a single school composed of pupils devoted to the purpose, it would be comparatively easy to mark out a course of instruction which would insure good results in most cases. In Boston, however, we have thirty thousand pupils, of both sexes, various ages, and from almost every grade and nationality. Every teacher is required to care for at least one-third more pupils than he or she can properly attend to, and the work must be done in rooms generally unsuited for the purpose. Probably one-half of the school-rooms in Boston are badly lighted, or contain desks placed in an improper direction towards the light.

With all these drawbacks, the evident enthusiasm of both teachers and pupils gives every encouragement of success, and if the work can be properly divided between the Primary, Grammar, and High schools, we feel that our pupils will take higher rank in all studies where training of the powers of observation is demanded.

Our city has been rightfully awarded the first place in true art and literature on this continent, but our schools must maintain it; and while we are proud of our art museums and libraries and cabinets, we must carefully educate those who are to use them. A grand collection of statuary and painting is of little use to the blind, and such are our uneducated people. Let all the children be educated, then, to see, enjoy, and draw substantial benefit from our art treasuries. Our public gardens might then exhibit less bad taste, our public buildings be more pleasing to the educated eye, and public taste generally elevated.

We feel that with the primary scholars lies our most important work; their hand is flexible, their eye is quick, their perceptive faculties are all eager to be trained, and the progress they make, whenever a proper system is pursued, shows conclusively that all who can learn to write well can learn to draw. We call upon our teachers to make special effort in the education of the youngest pupils in drawing.

INSTRUCTION FOR TEACHERS.

Thinking that the proper education of the teachers might require more time than the special instructors could give, Mr. C. C. Perkins was consulted, for his well-known interest in art education, as well as his reputation in all art matters, and his familiarity with the art schools of Europe promised the best advice, and from him the following letter was received: —

"NEWPORT, Sept. 6, 1870.

"*W. T. Brigham Esq.:*

"Dear Sir: I am much flattered by your request that I would give you my opinion upon the best way of rendering instruction efficient in the Public Schools, and I gladly seize the opportunity thus afforded of bringing a scheme before the Committee of which you are the Chairman, which I think offers a fair chance of accomplishing the object in view.

"It is as easy to teach children to draw as it is to teach them to write, provided they are taught in the right way, upon a system whose excellence has been fully tested. If, however, they are put under teachers who cannot guide them with a firm hand because they themselves have no fixed principles of instruction, no good result can be expected, and the children's time is wasted in futile effort. The first object, then, is to have the teachers taught by a thoroughly well-educated master, so that having learned his system they may become competent to instruct in it. You naturally ask where is such a person to be found, — to which question I answer, among the graduates of the Normal School at South Kensington, whose ability to teach is certified by as many as five or six diplomas. These diplomas are given to them by the Science and Art Department, whose office it is to supply the provincial art schools throughout Great Britain with teachers of whose competency it is thoroughly satisfied.

"Being myself very well acquainted with several gentlemen at South Kensington, and especially with Mr. Henry Cole, the superintendent, I some months ago wrote to ask him what salary would be required by a first-rate teacher who might consent to come to Boston and direct a Normal Art School. The following passage from his answer seems to me to set the matter in a very clear light. 'I quite agree with you that before you can organize Art Schools, you must have good teachers. To organize a system you want a man who possesses administrative power, besides technical knowledge of drawing and painting. I do not think you can get a man as good as he ought to be unless he were guaranteed a minimum of £500 a year, with a prospect of earning more if he succeeded. I think you might get a fair teacher for drawing and

painting at a guaranteed minimum of £200 a year, with a prospect of increase according to success.' Mr. Cole sent me with his letter a couple of prospectuses of the Kensington Drawing School, one of which I enclose with this letter. Mr. Cole considers that the success of this school would be much imperilled if the head master were permitted to seek his remuneration outside the school, but as what we want for such a man in Boston is not exactly what is wanted in England, I should even advise that at least in the beginning he should be allowed to supplement his salary by teaching in private schools if any such desired to benefit by his instruction, and also by giving private lessons.

"The question now arises as to what certainty the Committee on Drawing would have, in case they decide to send for an English master, that the person sent would be in all respects satisfactory. To this I answer that my long acquaintance with Mr. Cole and his able assistants, and the interest which I have heard them express in the prospects of art in the United States, warrants my belief that they would take the utmost pains to select the right person, if I requested them to take the responsibility. So fully am I convinced of this that I will undertake to *procure* the necessary models, such as are supplied to Art Schools from South Kensington, and *give* them to the Committee, to be placed in such a room as they shall designate to be used as a Drawing School, provided they will authorize me to communicate with Mr. Cole on the subject, and to ask him to send a competent teacher to Boston who may be made Head Master of Drawing in the public schools, with a sufficient salary.

"Boston is justly proud of her really palatial school-houses, and no city in the world surpasses her in liberality in connection with education; but in this matter of art instruction she is even behind New York, Philadelphia, and Baltimore, in all of which cities there are well-supported Schools of Design. Hoping that the time is not far distant when through the agency of a first-rate teacher she may not only surpass them, but even be able to supply them with teachers of a high order, I remain,

"Yours very truly,

"CHARLES C. PERKINS."

This letter of Mr. Perkins suggests a radical change in our normal instruction, but one which seems absolutely necessary if we wish to take any high stand in the movement now making itself felt through the land. We have had no system; our teachers have not been instructed, and the work must now be commenced: shall we have a plan, or shall all be done at random? Will it not be better to invite such a teacher as we have not in this country to open here a school at which all our regular teachers shall have gratuitous instruction, and other teachers may become pupils at some fixed rate? The labor of instructing our large corps of teachers is no light one. It is harder in some respects than the instruction of the children, but when once accomplished in the right way, its influence pervades all our schools. The State requires us to give iustruction in drawing; let it be the best that our country can afford. We are learning a new language in the United States, and we must learn it well, beginning with our very Primary schools.

Without an instructor for the teachers, we can only take a secondary rank among our cities, and no member of this Board will assent to that. Until such a system as that proposed by Mr. Perkins can be inaugurated, the following course may be pursued.

The great success which has attended the efforts of the Committee on Music, to make each teacher a competent instructor in that art, convinces us that we must have the same system in drawing; and that

those teachers who have not fitted themselves for this duty, may have a suitable opportunity to do so, the regular instructors in drawing will meet them in evening classes during the winter. In this way the six hundred or more rooms will receive the instruction of our accomplished teachers of drawing, and in a comparatively short time our corps of drawing teachers will be identical with the regular educational force of the city. New teachers should of course be required to exhibit some knowledge of this branch. It is hard to make further calls upon the already well-occupied time of our teachers, but a few evenings for a few months devoted to learning the methods of teaching drawing will be of so much service to themselves as well as to their pupils, that they will doubtless willingly make the sacrifice.

Possibly the new art-room of the Girls' High and Normal School might be used for the evening lessons of the teachers. If not, other rooms suitable for the purpose can be provided.

If suitable arrangements can be made, afternoon classes will be formed, and one or two teachers from each school combine in classes for one month, then others, and so on until the whole number in all the schools are instructed. One month of faithful study two afternoons each week, would be all the time most of our teachers would require. Attendance on these exercises should be compulsory unless teachers can show to the satisfaction of the drawing instructors that they are capable of teaching drawing without such assistance.

The following division of the Grammar school teachers into classes has been suggested, should the lessons all be given out of school hours.

Class A.		Class B.		Class C.	
Lawrence,	16	Norcross,	12	Adams,	13
Bigelow,	15	Shurtleff,	12	Lyman,	11
		Lincoln,	15		
No. in Class,	31	No. in Class,	39	No. in Class,	24

Class D.		Class E.		Class F.	
Chapman,	11	Comins,	17	Dudley,	8
Prescott,	12	Dearborn,	15	Washington,	9
				Lewis,	10
No. in Class,	23	No. in Class,	32	No. in Class,	27

Class G.		Class H.		Class I.	
Bowditch,	13	Bowdoin,	11	Phillips,	12
Quincy,	16	Mayhew,	12	Wells,	10
No. in Class,	29	No. in Class,	23	No. in Class,	22

Class J.		Class K.		Class L.	
Hancock,	19	Dwight,	13	Brimmer,	12
Eliot,	15	Everett,	14	Winthrop,	17
No. in Class,	34	No. in Class,	27	No. in Class,	29

Class M.		Class N.
Franklin,	14	Dorchester Schools.
Rice,	14	
Boylston,	8	
No. in Class,	36	No. in Class, 31

FREE INSTRUCTION IN DRAWING.

During the last session of the Legislature, the following act was passed: —

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows:

SEC. 1. The first section of chapter thirty-eight of the General Statutes is hereby amended so as to include drawing among the branches of learning which are, by said section, required to be taught in the public schools.

SEC. 2. Any city or town may, and every city and town having more than ten thousand inhabitants shall, annually make provision for giving free instruction in Industrial or Mechanical Drawing to persons over fifteen years of age, either in day or evening schools, under the direction of the school committee.

SEC. 3. This act shall take effect upon its passage.

Approved May 16, 1870.

WILLIAM CLAFLIN.

Under this it will be necessary for us to adopt some plan of instruction not included in the regular course of our schools. At present no instruction in mechanical drawing so called is given to our High Schools, the only ones probably where the age of the pupils would demand this instruction, and it would be difficult if not impossible to find time for proper and sufficient practice until the preparatory schools have done their part of the work. We would recommend therefore, that the requirements of the statute be met by establishing three evening drawing schools in convenient parts of the city, where drawing only is taught, and where the large number of young men whose employment prevents their attendance at the day schools may obtain what they so much need, and are so anxious to receive.

It is known to the Committee that the Christian Unity Society have for several years established evening classes in drawing, which many of our teachers have attended with profit, and should this Board see fit, perhaps it might be advisable to adopt in some measure this established school, paying simply for the instructor and material, while the society furnish rooms, lights, and heat.

Whenever these schools are established, they should be under the care of competent instructors, and be open at least two evenings each week, from November to May. The number of pupils will doubtless be large, and will require the constant care of several instructors in each school, but the benefit such instruction will confer on the young men and women of our city will be very great, and will before long be felt in all our manufactures.

Instruments and paper must of course be furnished in these schools; but the former will be permanent, and the paper for use is by no means costly. In the early classes only pencils, rubber, and paper will be required, but mechanical drawing calls for instruction in the use of instruments.

SLATES FOR THE PRIMARY SCHOOLS.

The attention of this Committee has been called to several patterns of slates intended for instruction in the Primary Schools.

First; the slate now in use,— the "Boston Primary Slate," with copies both for writing and drawing. The Number I. of this slate contains several good

examples for drawing; Number II., in addition to plain geometrical figures, presents examples of solids, but neither seems to be arranged in the progressive order good instruction demands. Number I. is better; but in Number II., if we commence with the simplest form there given, a square, we come to a perspective view of a cone or a square (as the sides may be arranged), and then at once to solids of greater or less difficulty of representation. A new edition of this slate is proposed, where the figures shall be stamped directly on the frame, but while some of the models are very good, their too great number and unsystematic arrangement make them less desirable on the whole than the old patterns.

Second; the "National Primary School Slates." These present, stamped upon the wood, a confused border of badly selected and badly drawn (or transferred) models, and so far as your Committee can see would be injurious rather than useful in teaching systematic drawing. They are said to be cheaper than the Boston Primary Slates, but the samples presented do not show very solid workmanship or very good material.

Third; "Bartholomew's Primary School Drawing Cards and Slate." This slate is plain, it bears no figures whatever, and therefore is not open to the objection of confusing the child using it, or becoming a mere plaything. The quality of the slate-stone is not what it should be for a drawing slate, but the ingenious way in which the corners are bound together and cushioned is worthy of attention. The

cards or models are strictly progressive, beginning with points, and continuing through the series of straight, curved and broken lines to the more difficult representations of solids. The series has been used in the training school the past term with great success, and as the testimony of the accomplished head of that school is valuable for its hints of the requirements of similar schools, it may be given here, although originally intended for another purpose, but obtained at the request of this Committee: —

"BOSTON, June 30, 1870.

"*Mr. Bartholomew:*

"Dear Sir,— In accordance with your request, I will try to recall for your use the points to which I attach most value in the primary course in drawing.

"About the subject in general I am convinced that it should be the basis of all slate work,— printing, writing, and numerical notation, — and that its place in the school should not be that of a recreation (to which the mere copying of cards would soon degenerate), but being accompanied with intelligent instruction, a *study* and a means of mental development.

"For your system, this statement is less a necessity than in most others, since every card represents a calculable value, but this, even, needs to be made patent to teachers to ensure the best results.

"The careful graduation of the series is its best point; the dots and crosses of the first two cards are adapted to children learning to count, and their arrangement with respect to position and distance may be made the simplest exercise of the school-room to develop observation and judgment. (One of our children could not find his seat until he was taught to say it was the 'second seat in the third row.')

"Afterwards comes the development of symmetrical beauty in the arrangement of figures and lines about a centre; the first prin-

ciples of design and means of inspiring correct taste before false ideas have grown up through neglect.

"The connection with number is a practical point which commends itself to teachers as giving unity to school work by making one subject help another; for example, if ideas are repeated in the drawing, it is by a regular multiplication more palpable to the senses than the abstract statements of the tables; if distances occur they are made equal, double, or fractional, and seldom or never vague. Definite standards of measure are used in dictation exercises given both on the cards and in the plates of the manual, which exercises, in addition to their other values, encourage the use of language to describe the relations of lines, and give children power to describe designs seen elsewhere, as a means of fixing them in the mind.

"In Series Two the regular succession of curves gives freedom and power to the hand while it is delicate. The experience of the last year in this respect has been very wonderful to me. In a few cases the delicacy of the curves was a marvel to all who observed them, and in quite a common child in other respects, this little gift developed, has given a tone which influenced the standing in other studies, as music has in individual cases in all our primary schools during the last few years.

"After these preliminary lessons, the introduction of objects to be studied and drawn, commencing in Part Two of the Second Series and to be continued in Series Three, increases interest by giving a practical turn to all that has gone before, and putting children having special talents into a position to discover it to themselves, while young enough to be influenced in the choice of later pursuits. Many of the ideas of perspective separated from their theoretic and scientific relations may be brought to bear upon the drawing of these objects, since all that perspective means is to represent things as they appear to the eye, which is just in the line with best ideas of elementary education.

"In the selection of patterns, perhaps the best point is their suggestiveness. Every one may be made a centre of radiation for very many new forms which children will themselves invent. I realize this value more and more, as I use the cards. To promote the best use of the cards and stimulate interest in them, they

should be given out *one at a time*, and taken up when not in use. I mention this because so many have asked the question. . . .

"Yours very respectfully,

"JENNY H. STICKNEY."

In the first two systems the slates had to be replaced as the pupil advanced, so that two complete slates were required; in this, one does all the work. It would, however, have this objection, that the cards would be readily soiled and torn, and their number would require some special provision for their storage in each room. It is certainly better that the pupil should have but one model before him at a time, and this then will claim his whole attention.

Perhaps the best, if not the most economical, slates are simply the cardboard of the New York Silicate Slate Co., cut to a suitable size. These are light, may be used without frames, and take up very little room, besides furnishing by far the best surface for the slate pencil. If these could be furnished at a reasonable price,* in tablets measuring six by eight inches, they would be earnestly recommended in preference to all others. The instruction can be given without any other models than the teacher can place upon the board.

MODELS FOR THE GRAMMAR SCHOOLS.

Our Grammar schools have been using for some years the Bartholomew series of Drawing Books, principally numbers one, two, and three. This Committee found these in use when they were appointed,

* The retail price of this size is 9½ cts. each.

and have not seen any reason to displace them. They feel, however, that their cost is a serious objection, and it should be lowered. We also feel that there are deficiencies in these books, but after a careful examination of other models, do not find any other practicable series which would be better for our Grammar schools. If the work of the Primary school has been properly done, these books will give good results in the higher schools; but we advise the careful use by the teacher of the manuals prepared for each book, and already distributed through the schools at the request of this Committee.

Various plans have been tried in these schools; dictation exercises have been given in accordance with Miss Stickney's suggestion, and always with good results; they keep the attention constantly exercised, make the teacher clear and careful in her directions, and give meaning and value to every line. These exercises must be confined to simple diagrams or figures, and the pupils of course draw without models. Then large charts or object lessons have been copied both on slate and on black-board; maps have been drawn, and again the pupils have been told to draw lines of one, two, or three inches, without measuring, in order to accustom them to correct ideas of size. Simple solid models have also been used to some extent; but it is impossible to give a fair view of any object to all the children in a room; and if the object be repeated for each desk the light and shade will be totally different in different parts of the room, and the teacher must be everywhere in

order to give sufficient instruction. It would be well, however, to encourage the copying of familiar objects as soon as correct notions of lines and distances are acquired.

Copies of artistic ornamental design should be used as models more than at present, and if the child is to draw a vase, let it be the most beautiful form art has produced, that beauty may become familiar and grow into the child's nature. Instead of a meaningless tracery of lines, let designs of acknowledged merit be substituted.

At the end of the Grammar School course, the pupils may, if they see fit, enter the Lowell Institute classes for drawing from the human form, the most noble of all models; or, should they enter the High schools, they may pursue the lessons for that grade. Should they go no further, they will have the power, if they have done their duty, to do any of the work required of architect, engineer, or ordinary draughtsman, with little practice in the technicalities of such divisions.

DRAWING IN THE HIGH SCHOOLS.

At present the work of both Primary and Grammar schools must be done in our High schools, for drawing has been so neglected, and has not been required for admission. If the work of the lower schools has been well done, the pupils are now prepared to study perspective, and practise in landscape sketching and the use of instruments in mechanical and architectural drawing. In the High and Normal schools solid

models have been procured and are used by some of the classes. Nothing has as yet been done in the Latin school, but the present year instruction will be given by Mr. Barry. Where there are so many copies of classical art as have been collected by the Latin School Association and by Dr. Gardner, it is hoped the instruction may be doubly profitable. In the new building for the Normal school, a room has been set apart for instruction in higher art by the exhibition of such casts and photographs as best illustrate the treasures of antique art. This is furnished by the liberality of a citizen of Boston.

More attention should be paid both in High and Grammar schools to black-board work. Every exercise on the board should be carefully criticised, and frequent exercises ordered. Every teacher knows the advantage a ready use of the crayon secures. Some of our most distinguished teachers of Natural Science owe much of their success as lecturers and teachers to the facility with which they delineate upon the board the forms their words cannot so clearly outline. There are teachers in our schools who find difficulty in drawing correctly on the board even the simplest geometrical figures. It is well to use the crayon attached to a long ferrule or porte-crayon in sketching on the board, that a firmer command of arm and hand may be acquired.

The highest classes might receive some instruction in coloring, and this will certainly be required before long in the Normal School, our present instructors being amply qualified for the work.

Drawing from memory is a most useful exercise, and should be practised early in the course. It may be done with the material on hand by drawing the model in the book used, and covering both model and copy, repeating the latter on the other half of the page. The most complete method, however, is the one extensively used in France, which shows most happy results. This is so little used in this country, that it has been thought desirable to give some account of it, for it may readily be adopted in some of our classes should the teachers desire, and will at any rate offer suggestions for any instruction in drawing from memory.

The system used by Madame Marie Elizabeth Cavé has certainly produced most satisfactory results. With the motto of Rubens, "To see, to understand, to remember, is to know," as her text, she keeps that high standard of knowledge constantly before her. The eye must first be trained to see. "Learning to draw," she says, "is but training the eye correctly," but what is seen? Not the object as it is. Lines are foreshortened; the horizontal becomes inclined, or even a straight line appears curved. Did not the builder of the Parthenon recognize this when he raised the horizontal line of the ridge of the roof some inches that it might appear other than it was? Drawing is the representation of an object as it is seen, while sculpture strives to copy it as it is. The imitation of projections on a plane surface requires an exercise of the understanding; and it is only by this that the progression from the rude scrawls on

Dighton Rock, or the pictured outlines on the crags of Mokattam, to the miracles of Titian or Rubens, exists. The picture in all its perfection, as we view a tree, a rock, or a stump, is impressed on the retina; every leaf, every uncovered twig, the caterpillar eating the leaf and the moss growing on the stem and branches; the shadow of every leaflet as it breaks into countless fragments the ray of sunlight that loses itself in the thickening clusters; on the rock each lichen that for years has grown, almost imperceptibly enlarging its tiny territory; on the stump, each insect burrow, each varying tint of decaying wood, and the very wearing of the stormward side as the last tempest swept along. Until the eye be educated, little enough of all this is perceived, for we know not what to look for. When we have seen the almost invisible initials of the engraver of the die on the coin which others view without perceiving, we have gained a power, our eye has been educated, and we perhaps wonder that others cannot as readily perceive. When we see that the sides of a house seem to grow smaller as they recede from us, while we know well that they do not diminish in reality, our reasoning powers must be exercised and we must understand why these things are so. This is not all. If the picture of that flower so clearly impressed on our mind in every form and curve and tint, and so well understood that we know the meaning of that shadow where the stamens come between the light and the rounding corolla, is to fade away when the sunlight fades, and as the flower withers, what

profit? We do not yet know, although we have seen and understood. The memory must take charge of the lesson we have gained, the treasures we have taken from Nature's exhaustless store.

So far the objects proposed are those of true art education. Now for the methods of accomplishment peculiar to Madame Cavé's system. A model is chosen, whether a head or hand or a more simple object as represented on a plane surface, and of this the pupil carefully makes a tracing on transparent paper. This completed tracing is the "proof," and is to serve as instructor. The pupil then places the model in a suitable position, and attempts to copy it. The application of the proof at any time detects the error or indicates the accuracy of the work, and the copy must be corrected until it becomes a transcript of the model, — a result the faithful proof will certainly show more closely than the eye of any professor. When the copy is complete the model is removed, and the pupil draws again from memory alone, using the proof only at the completion to test the work. The copy may be drawn from the model two other times if the pupil's memory is weak. It is well, at the end, to test the exercise, to make another and reduced drawing of the model from memory in a small sketch-book.

A solid model, a landscape, or figures may be used in the same way by using a gauze frame for the proof tracing; and the dry rules of perspective become useless lumber, with the exercise of this simple expedient. Before the pupil attempts solids, a

careful study of the ways used by the great masters to represent them should be made, and for this the materials are abundantly accessible in the engravings from Raphael, Van Dyck, Rembrandt, Andre del Sarto, Murillo, Gerard Dow, Téniers, Claude Lorraine, Berghem, and others. With a store of these, let the pupil make proofs and copies until the understanding is awakened, and it will not be long before mere youths will readily distinguish a Rubens or a Rembrandt though the print be unlettered, and the use of this is the proof it affords of the education of the eye and the development of the understanding.

M. Felix Coitereau, French Inspector General of Fine Arts, has, under orders, reported to the Minister of the Interior upon Madame Cavé's Method of Drawing, the following results of instruction given to children of from eight to twelve years: —

"1st. A remarkable correctness in the *ensemble* and *contour* of a figure or any other object:

"2d. A reproduction from memory scarcely distinguishable from the copy:

"3d. Acquaintance with the masters; I have readily recognized Raphael, Holbein, and others, in the drawings from memory of Madame Cavé's pupils, and I thus conclude they have for themselves become familiar with the great masters:

"4th. Finally, the idea of perspective: that is, that without having learned any of the rules of the science, pupils, in tracing from nature, execute correctly the greatest difficulty in the art of perspective, — foreshortening.

"Thus, by exercising the memory of children, giving accuracy of vision and firmness of hand at the age when their organs, still tender, are docile, Madame Cavé renders them better qualified for the industrial professions, makes them skilful instruments in all the trades which pertain to art.

"With the old methods, one could not learn to draw before the age of twelve, a period which terminates the education of the working classes, because the judgment is not developed. With the ingenious teaching of Madame Cavé, the child, learning almost unconsciously to observe and compare, forms his own judgment, at the same time acquires that skill which is indispensable in every species of manual labor."

TIME FOR DRAWING IN THE SCHOOLS.

By a vote of this Board passed April 12, 1870, it was ordered: "That one hour each week be devoted to Drawing in the Grammar and Primary schools." One hour for the Primary schools is enough, and should be divided into four lessons of fifteen minutes each, or two of half an hour; for although the younger children enjoy the exercise, their attention is easily wearied. If no more than one hour can be given for the Grammar schools, that should be for one lesson; but if an hour and a half can be spared each week, that time will best be spent in two lessons of three quarters of an hour each. In the High schools the time has been regulated by the several Committees.

This Committee were anxious to understand the views of Mr. Bartholomew, who has for some time had charge of this branch in the Normal school, and was until recently the only teacher of drawing in the Boston schools, and they give here his report.

REPORT OF MR. BARTHOLOMEW.

To the Committee on Drawing:

Gentlemen, — Up to the present time, as you are aware, very little attention has been given to the study of drawing in the Primary schools. Except in

the Training school, no systematic course of instruction has in any case been attempted, and for the want of some suitable means, as an aid in imparting instruction, no such instruction could have been given. While some attention is given to this study in most of the Grammar schools, different systems of teaching are adopted. In some of these schools picture-making is all that is aimed at, while in others a more sensible end is sought, and different means are used. In the High schools there is no harmony in the system of instruction adopted. Now, when the means used and the methods adopted in teaching this study are so dissimilar in character, it is useless to look for similar results. What we need, it seems to me, is some well-devised system of instruction, that shall begin at the Primary school, and continue on, without a break, through the entire school course. This system should aim to secure the power of representing objects from the objects themselves, or from imagination; and, further, it should be the best that can be devised to secure the most perfect education of the eye. Keenness of sight is, after all, a far more valuable attainment than mere skill in drawing. The ability to represent the forms of objects is of occasional service, — but the eye is in constant use. The keener it is, the more we see. Then, again, a very large proportion of the pupils in our schools will, on leaving school, learn some trade in which success depends upon keenness of sight. In producing good work, the difficulty lies not so much in *doing* as in *seeing* what to do. If the eye is keen, the hand is

cunning, but if the eye is dull, the hand is awkward and clumsy. It might be supposed by some that the education of the eye will necessarily follow the practice of drawing. This is true to a certain extent; but, to get the best results, we must adopt a system which demands accuracy of expression, and which places before the pupil such subjects for study and practice as render it possible for him to obtain a clear and accurate perception of the truths to be expressed. If the subjects are of the kind known as the picturesque, — such as old logs, broken-down gates, dilapidated buildings, ruined castles, etc., — the eye will receive but little benefit from the practice of drawing them. They present forms which do not demand accuracy of perception and expression. One may disregard the truth in every line without in the least affecting the general likeness or the good looks of the drawing. This kind of practice begets the habit of looking at everything carelessly, of disregarding particulars, and, as a matter of consequence, it leads to bad habits in execution. This class of subjects is now used, to some extent, in quite a number of our schools.

It is thought by some that printed examples should be rejected altogether, and that the solid alone should be used. This might do under certain circumstances: for example, if a competent teacher could be employed for every ten or fifteen pupils, as is the case at the Lowell Institute; if the pupils were young men and women, and apt to learn; if it were possible to so arrange them that all might get a

favorable view of the object to be drawn, it might do, if nothing better could be done. But where the instructor is himself a beginner; where he must take charge of fifty or sixty pupils, and these packed into a room so as to make it impossible to place an object where it can be properly seen by any member of the class; and when the pupils are taken without regard to their natural relish or disrelish for the study, the thing is absolutely impossible. This experiment has been fairly tried at the Institute of Technology. Professor Ware, who has charge of this department in that institution, informed the Board of Education when they were considering this matter a few weeks since, that the experiment was a perfect failure. If this result followed this method of teaching the art where the pupils were of mature mind, we certainly cannot look for success if it is tried in our Primary or Grammar, or even in our High schools, under existing circumstances. Before the pupil can be set to drawing from an object to advantage, the eye and the hand must have some training, the pupil must have some knowledge of those laws which relate to the appearance of objects, so that the eye may be under the direction of the mind, and he must also be acquainted and somewhat familiar with the means which others of larger experience, and of greater ability perhaps, have invented and used in expressing ideas. If the pupil is required to go to nature without some previous preparation, if he must discover for himself all he is to know, if he must invent the means he is to use in

expressing the truths connected with the objects he is to represent, he has a more difficult task assigned him than was ever placed before a pupil in any other study; and unless he is endowed with that "special gift" we read about, he will surely fail.

In outlining the course of study I would be glad to see adopted in our schools, I begin with the —

PRIMARY SCHOOLS.

It is a common notion that almost anything will do as subjects for study and practice in these schools. A few straight and curved lines, a triangle, square, circle, and a limited number of familiar objects chosen without regard to the knowledge or skill required in order to draw them understandingly, are thought to be all that is needed, and, in fact just as good as anything; and it is even considered by some to be a matter of no special importance whether these subjects are correctly or incorrectly drawn. Experience has taught me that to prepare a course of lessons suited to the capacity and attainments of little children, and such as may be the means of securing the best results attainable, calls for quite as much experience, thought, and care as is required in preparing a series of lessons equally good for the pupils of our High schools.

The early lessons in these schools should be devoted to the work of training the mind to judge, with accuracy, of *position*, *distance*, and *direction*. Instead of using lines for this purpose, to begin with, I have found dots to answer better. They have this advantage over lines. It requires no mechanical skill to

make a dot; the mind can be given entirely to the truth to be expressed. This is not the case where lines are used. When a change of means is necessary in order to keep up an interest in the work, very short lines may be used, and these put in the form of crosses and stars. As the pupils progress, these crosses and stars may be so placed with respect to each other as to form very pleasing figures; and, in this way, while the eye is being trained to see, and the mind to judge of position, distance, and direction, the taste is cultivated. Children soon get an idea of the principle upon which these figures are constructed, and I have seen some very pretty figures of their own design. In this work they should be encouraged, and set times should be devoted to this exercise, with the view of developing the inventive faculties.

There should be an occasional exercise in drawing from memory, after the example selected has once been drawn from sight. This is a valuable means of strengthening the memory for form. The ability to retain in mind clear and distinct impressions of the forms of things we have seen, is of great value to all. He who can bring to mind the views he has seen with all the clearness and freshness of reality, possesses a power he would not part with on any account. To the mechanic, this power is a means of pecuniary profit, and hence to him it is especially valuable. To those who would originate anything new and valuable in the way of form, this power is indispensable. New forms are always made of old ones; and, in pro-

ducing new combinations, the more extensive the collection one has stored in memory, the more hope there is of success. There are other advantages to be secured by this practice, which need not be referred to here. By such exercises as I have suggested, the cultivation of the eye and the hand, the improvement of taste, the development of the inventive powers, and the strengthening of memory for form, may go on together, and the study be made a means of *improvement* as well as amusement.

In the course of the second year, the drawing of simple objects in outline from printed examples may be commenced.

As a means of imparting useful information, and of drawing out that in the possession of the children, these examples should occasionally be used as the basis of an object lesson. When exercises of this kind have been given, the pupils have been found to take a greater interest in drawing the example, than would otherwise have been the case.

As to the amount of time which should be given to this study in these schools, I should say for the first year one lesson of fifteen minutes each day; for the second year, one lesson of twenty minutes each day; and for the remainder of the time, three lessons per week, of twenty minutes each.

GRAMMAR SCHOOLS.

Under existing circumstances I would advise the use of slates for drawing, in the lower classes of these schools. The middle and upper classes, having had

some training of eye and hand in learning to write, may use a book with profit. The lower classes should be put to that kind of work to which I have referred, as best calculated for the lower classes of the Primary School. In the graduating class, I would teach the drawing of solids from printed examples to begin with, and as the pupils progress in the mechanical practice of the art, and become familiar with the application of the principles of perspective and with those relating to light, shade, and shadow, I would gradually introduce the drawing of objects from the objects themselves.

If two lessons per week, of thirty minutes each, can be given to drawing in these schools, good results can be secured. This certainly will be all that will be needed when the pupils in these schools shall have been taught in the Primary School.

HIGH SCHOOLS.

As long as the pupils entering these schools come without previous training, nothing can be done for them better than is now being done, in the English High and the Girls' High and Normal School, that I am aware of. When the pupils in these schools shall have passed through a thorough course of instruction begun in the Primary School, the drawing of objects should be the first work on entering. In the boys' schools, the middle year should be devoted to mechanical drawing, such, for example, as the drawing of plans, elevations and sections of buildings, machinery, etc.; and the last year to the study and practice of such subjects as come under the head of

landscape drawing. In the schools for girls, one year should be devoted to the special work of preparing them to give instruction in this branch of study in our Primary and Grammar schools.

In these schools, two lessons of one hour each is now devoted to this study, and this is all that is needed.

This study should be taught in the Primary and Grammar schools by the regular teachers. To prepare them for this work I know of no better way than that suggested in a former communication from me.

Respectfully submitted.

WM. N. BARTHOLOMEW.

The condition of the several schools at the close of the last term was as follows:—

ADAMS. Drawing in all the classes; slates and charts in the Primary schools.

BIGELOW. Drawing in all the classes; slates and charts in the Primary schools.

BOWDITCH. Drawing in all the classes; slates and charts in the Primary schools.

BOWDOIN. do. The work is exceedingly well done by the teachers, and the school ranks high in this department.

BOYLSTON. All the classes are using either books or slates.

BRIMMER. Books are used in all the grammar classes.

CHAPMAN. do.

COMINS. In most of the rooms, books or slates.

DEARBORN. do.

DWIGHT. In all the rooms, books or slates.

ELIOT. No drawing in this school.

EVERETT. No drawing in the lower classes.

FRANKLIN. All at work on books or slates.
HANCOCK. Very little drawing in this school.
LAWRENCE. Books or slates are used in all the grammar rooms.
LEWIS. Books in the grammar classes; slates in the primary.
LINCOLN. Books and slates in the grammar classes.
LYMAN. Books in some, slates in most of the grammar classes.
MAYHEW. Books in a few, slates in all the other grammar and primary classes.
NORCROSS. All the classes of the Grammar School are at work.
PHILLIPS. All the classes are at work.
PRESCOTT. Books in all the grammar rooms; slates and charts in the primary.
QUINCY. Good work throughout this district.
RICE. All the rooms are using books or slates.
SHURTLEFF. Exceedingly good work is done by all the teachers; the school ranks very high in this branch.
WASHINGTON and DUDLEY. All the classes are at work.
WELLS. Are all doing well at this school.
WINTHROP. All at work and doing well.
DORCHESTER SCHOOLS. Have not generally been examined.

It would give the committee great pleasure to mention especially some of the teachers who have excelled this year, but as the instruction required has been so little, and the schools have generally been left to the interest of the masters, it is perhaps best to speak only in general terms at present. Another year it may be advisable to give a public exhibition of the work of the schools in drawing, as a means of encouragement and emulation.

Mr. Barry has visited all the Grammar Schools, and has partially organized sixteen of the Primary School districts.

It was found necessary to allow the instructors in drawing a considerable latitude, in both time and

method, during the portion of the past year that they have been endeavoring to organize the department, and it is intended to divide the school districts among the three instructors in such a way that they can exercise a constant supervision over the whole.

It will be found advisable to have the Roxbury and Dorchester schools conform to the system in use in the city proper, and, as soon as suitable arrangements can be made, this will be done.

Respectfully submitted.

For the Committee,

WM. T. BRIGHAM,

Chairman.

The Committee submit the following order: —

Ordered: That the Committee on Drawing be authorized to employ a suitable teacher from the South Kensington Art School, as Normal Instructor in this city, at a salary not exceeding £500 a year.

Ordered: That the Committee on Drawing be authorized to establish three evening schools for Drawing, in such rooms as may be furnished for the purpose, the schools to be open at least two evenings in a week from November 1, to May 1, under such regulations as the Committee may propose.

REPORT

ON

INDUSTRIAL SCHOOLS.

CITY OF BOSTON.

In School Committee, Jan. 10th, 1870.

Voted, That the Chair appoint a committee on the subject of Industrial Schools; and the Chair appointed the following as the committee, viz: Messrs. Shackford, S. K. Lothrop, Merrill of Ward 11, Brown, Connor, Lamson, and Means.

Attest:

BARNARD CAPEN, *Secretary.*

In School Committee, May 8th, 1870.

Mr. Merrill of Ward 11, and Mr. Means, having been excused from serving on the Committee on Industrial Schools, the Chair appointed, to fill the vacancies in that Committee, Mr. Parkman, in place of Mr. Merrill, and Dr. Curtis, in place of Mr. Means.

Attest:

BARNARD CAPEN, *Secretary.*

In School Committee, May 10th, 1870.

The Committee appointed to consider the subject of establishing Industrial Schools respectfully

REPORT.

In the opinion of your Committee a subject of greater moment has seldom been offered for the consideration of this Board. A year ago a petition was presented asking us to devise means for securing to the children of the public schools an early education in some useful branch of industry. The sum of three thousand dollars was placed at the disposal of the Committee on Industrial Schools, to enable them to take under their charge and direction a small Industrial School for women and girls already established. That Committee found it inexpedient to do this, and your present Committee did not consider that they were authorized to use this appropriation, voted for a specific purpose, in any experiments to be made under their own direction.

That the present training of the public schools is utterly inadequate, in a great many cases, to the only purpose for which education is of any value, namely, for life, is very evident. That it makes a divorce between head and hand, between knowledge and practical skill, between artist and artisan, is also evident. That it tends also to perpetuate the absurd ideas that exist in regard to getting one's living by

some other means than honest, skilful and useful labor, will also be evident to any one who considers the subject. Every year more girls are educated for teachers than can find places in schools. Every year, too, girls who can never become successful teachers, even if they find situations, are instructed in what can be of no essential benefit to them in after life. They leave the schools, and many of them are absolutely unqualified to obtain their living in any employment that requires specific skill. Many of them could not get their support by plain sewing; very many cannot even mend their own clothes. If, in connection with their intellectual training, they had been taught something which had a direct bearing upon practical life, a more useful and happy career would be open to them.

It is not for our system of public education to foster the idea that professional life or teaching is more respectable or more worthy of pursuit than scores of useful employments which furnish the means of a comfortable support. Our present school education is too exclusively the preparation either for professional life or for a mercantile or shop-keeping life. Mechanics and artisans take few or no apprentices, and a girl or a boy, on leaving school, cannot learn a trade or become skilled in any useful labor without encountering such temptations and being brought into such associations that the prejudices existing against it are not wholly groundless.

Your Committee regarded this subject of industrial training as too important to venture upon any

experiments, without more specific and definite plans than have yet been laid before them. That it must become an integral part of the general education, and not be looked upon as a separate and specific charity, is the plain demand of common sense. Hitherto, our idea of education has been what may be called the Chinese one of giving a certain amount of book-training, and a sharpening of the intellect, which may be carried very far, and be no real preparation for a useful, wise, and happy life.

Whatever theories we may hold in regard to the education to be given to its children by the State, one thing is incontrovertible, that no system should be adopted which is injurious in its effect upon many who fondly look upon it as the greatest boon, and make great sacrifices to secure it. To very many the exclusive book-teaching is of little real benefit, for it leaves them at the most critical period of their existence stranded, as far as acquiring a useful and satisfactory employment for life is concerned. Many drift away from school and go to fill up the already full ranks of those who have no trade, or art, or specific employment for the hand. To raise the standard of labor, labor must become an integral part of education, and the State must feel its responsibilities to others of its children than those who are to enter college, and become store-keepers and merchants.

Such a training as educates young ladies to be teachers merely, and leads them to look upon other occupations as degrading, is surely not the training belonging to us, — a sensible, free, working com-

munity. Labor can be raised in public estimation only by being made a part of the public education.

But, while your Committee have been deeply impressed with this general conviction, they ask for a more definite and feasible plan than any which has been presented, before they are prepared to recommend to the Board such an expense, and such a radical change as would be involved in the establishment of experimental schools that would fairly and fully test the benefit of an industrial training for both sexes.

There are some things, however, which they do consider entirely practicable.

The Committee considered it to be of importance to inquire, first into the manner in which that small portion of industrial training required by the Regulations, viz: sewing, in the lowest class of the Grammar Schools for girls, was carried out. In the opinion of your Committee, taking into consideration the age of the scholars in the Grammar Schools, and the time allotted to it, better results are obtained than they had been led to anticipate. At any rate, the results are sufficient to lead them to entertain the most sanguine expectations of the good that may be accomplished by carrying on the work still further. At every step they were more and more impressed with the importance of this subject and the expediency of extending this branch of sewing in the schools. And in order that the time now appropriated in this way should not be to a great degree wasted, it seemed to your Committee absolutely requisite that instruc-

tion in sewing should be carried on further than it is. To teach it to the youngest class for a single year, and then to have it entirely dropped, seemed very poor economy to say the least. On consultation with the teachers, some of the most practical and successful among them have been found in favor of extending sewing to other classes besides the lowest. It seems, indeed, absurd to give so many of our girls so much instruction in branches which will never be of any practical use, and to neglect this matter which must enter into their actual life almost every day and every hour.

Besides the extension of sewing to other classes, and the introduction of cutting and fitting to the older girls, the Committee consider it perfectly feasible to establish in connection with the Girls' High and Normal School, an Industrial Department, in which those members of that Institution who choose to take only a partial course may be instructed in branches having a direct bearing upon their future modes of obtaining a livelihood. Two hundred pupils entered this school at the last examination, and only sixty-eight received diplomas at the end of the previous year. Many of those who thus leave would be very much better off for some training in a practical direction. And many of those who remain to complete the course are unable to attain positions as teachers.

There are also, in the first and second classes of the Grammar schools, those who will never derive any essential benefit from the exclusively intellectual course of studies, and who would gladly enter some

department of practical instruction where they could have instruction bearing upon the means of acquiring a livelihood. Influenced by these considerations, your Committee would make the following recommendations, which they do not deem it expedient to embody in any special orders, as they do not propose any change during the present school year.

First, that sewing be made obligatory in all the Grammar schools for girls.

Second, that sewing for two hours each week be adopted in all the classes, except the first and second.

Third, that in the third and fourth classes of the Grammar Schools, cutting and fitting shall also be introduced.

Fourth, that a department for practical instruction be added to the Girls' High and Normal School, wherein book-keeping, designing, telegraphing, drawing on wood and stone, and needle-work in its various branches, shall be taught as elective studies, to which pupils also may be admitted from the first and second classes of the Grammar schools.

These recommendations your Committee offer as the result of a careful consideration of the subject, and desire further time to determine what other measures may be expedient in regard to the introduction of some methods of industrial training, particularly for boys.

C. C. SHACKFORD.
S. K. LOTHROP.
JOHN A. LAMSON.
HALL CURTIS.
JOHN PARKMAN.

FRANKLIN MEDALS,

LAWRENCE PRIZES, AND DIPLOMAS

OF GRADUATION.

FRANKLIN MEDAL SCHOLARS.

1870.

LATIN SCHOOL.

Samuel Edward Wyman,
John Palmer Wyman,
Charles Montraville Green,
Charles Franklin Knowles,
Frank Eldridge Randall,
Columbus Tyler Tyler,
William Taggard Piper,
Hosea Ballou Morse.

ENGLISH HIGH SCHOOL.

Walter K. Means,
Warren K. Blodgett,
Charles H. Dyer,
Edward J. Hathorne,
James C. Miller,
Herbert G. Priest,
Frank Washburn,
Charles Foster,
George H. Endres,
Bernard J. Shoninger,
Thomas F. Cusack,
David Loring, jr.,
George H. Kent,
Edward J. Grover,
Frank A. Bates,
Warren A. Reed.

LAWRENCE PRIZES.

1870.

LATIN SCHOOL.

DECLAMATION. — *First Prize.* — Harry B. Hodges. — *Second Prizes.* — Henry W. Lamb and Frank Dumaresq. — *Third Prizes.* — Columbus T. Tyler and George P. Sanger, jr. *Exempliary Conduct and Fidelity.* — Emil W. Krackowizer, Howell Barnard, Horace N. Hooper, Ebenezer N. Pierce, Edward A. Jones, John W. Gorman.

Exemplary Conduct and Punctuality. — Frank B. Thayer, Willis B. Allen, Matthew V. Pierce, Charles M. Green, John P. Wyman, jr., Lester W. Clark, Samuel E. Wyman, George L. Giles, Charles F. Knowles, William T. Campbell, Edwin A. Hatch.

A Latin Essay — James J. Cabot.

An English Poem. — William T. Piper.

Translation from French. — George H. Monks.

Poetical Translation from Virgil. — Henry W. Lamb.

A Translation from Livy. — William Baird.

A Translation from Tacitus. — Roger S. B. Foster.

A Translation from Nepos. — Willis B. Allen and Frank B. Thayer.

A Translation from Viri Romæ. — John M. B. Churchill.

The best Specimen of Penmanship — Frederick A. Hackett.

Excellence in the Classical Department. — John P. Wyman, jr., Lester W Clark, James B. Troy, Matthew V. Pierce, Willis B. Allen, Samuel E. Somerby.

Excellence in the Modern Department. — Charles M. Green, Lester W. Clark, James B. Troy, Matthew V. Pierce, Frank B. Thayer, Willis B. Allen, John T. Bowen.

ENGLISH HIGH SCHOOL.

COMPOSITION. 1*st Prizes:* Walter K. Means, Warren K. Blodgett, Frank A. Bates, Charles Foster. 2*d Prizes:* George H. Endres, Charles W. Goodale.

DECLAMATION. 1*st Prizes:* James C. Miller, Geo. W. Currier. 2*d Prizes:* Frank A. Bates, Warren K. Blodget. 3*d Prizes:* Lorin F. Deland, Joseph Chase, jr., William B. Phelps.

LITERARY. 1*st Prizes:* Geo. W. Ross, Harvey W. James, Benjamin James, jr., Wallace L. Pierce, Wm. F. Smith, John E. Donovan, Charles W. Goodale, Wm. S. French, Lorin F Deland. 2*d Prizes:* Augustus H. Ellis, Oliver H. Goodridge, Wm. B. Phelps, Fred H. Woodward, George F. Baldwin, Ellis G. Pinkham, Lawrence W Slattery, Thomas A. Maguire, Florence Sullivan, Charles H. Ward, Thomas J. Conroy, Charles E. Sampson, Walter D. Townsend, Charles W. Donahoe.

SCIENTIFIC. 1*st Prizes:* Chas. G. Burgess, John F. O. Wilkins, Chas. B. Brooks, Clement W. Sparhawk, Parkman Dexter, Wm. P. Willard, Robert S. Sturgis, Arthur L. Woodman. 2*d Prizes:* Wm. H. Jewell, Edgar N. Hunt, Charles D. Austin, Gideon M. Mansfield, George A. Cook, John T. Riley, Arthur E. Blanchard, Wm. C. Briggs, Geo. F. Stebbins, Harry E. Read, Harry Stevens, Thos. H. Austin, Thomas F. Richardson, E. Clarence Hovey, Walter E. Gassett, David B. Harding, Frederic Day.

SPECIAL FIRST PRIZES.

BOTANY. Isaac B. Mills, Joseph D. Leland.

MINERALOGY. Edward W. Davis.

GENERAL EXCELLENCE AND DEPORTMENT. Henry H. Hincley, Walter C. Cogswell, Frank H. Armstrong, Charles E. Stumcke, Orlando H. Burley, Theodore E. Schwarz, John H. Donovan, Charles J. McPherson, John J. Jarvis.

DIPLOMAS OF GRADUATION.

1870.

LATIN SCHOOL.

Bancroft Winfred Baxter,
Bendelari Giorgio Anaclete,
Cabot James Jackson,
Capen Edward,
Coale George Oliver George,
Cunningham Frederic,
Grant Henry Rice,
Green Charles Montraville,
Hodges Harry Blake,
Knowles Charles Franklin,
Krackowizer Emil Washington,
Leland Geo. Adams,
Lodge Francis Giles,
Morse Hosea Ballou,
Piper William Taggard,
Randall Frank Eldridge,
Richardson George Carr,
Sanger George Partridge,
Sears Edmund Hamilton,
Spear Edmund Doe,
Stone Edwin Palmer,
Towle Edward David,
Tyler Columbus Tyler,
Upham Albert George,
Wellington Edward Winslow,
Wyman John Palmer,
Wyman Samuel Edwin.

ENGLISH HIGH SCHOOL.

Almy Edward P.
Allen Frederic P.
Appleton John H.
Austin Charles D.
Ayling Herbert,
Bailey Joseph T.
Baker Walter A.
Baldwin George F.
Bates Frank A.
Blaisdell Frank M.
Blodgett Warren K. jr.
Brooks Charles B.
Brown Henry A.
Bugbee Joseph S.
Burgess Charles G.
Capen William H.
Carter Herbert L.
Chase Joseph, jr.
Cogswell Walter C.
Cook George A.
Cooper Abner B.
Crow David,
Cusack Thomas F.
Darling Frank W.
Dyer Charles H.
Ellis Augustus H.
Endres George H.
Foster Charles
Gill Arthur E.
Goodridge Oliver H.
Grover Edward W.
Hathorne Edward J.
Hinckley Henry H.
Hunneman Hewes,
Hunt Edgar N.
James Benjamin, jr.
James Harrison W.
Jewell William H.
Kent George H.
Ladd Edward O.
Loring David, jr.
Mansfield Gideon M.
Marsh Rufus C. jr.
Means Walter K.
Miller James C.
North Frederick O.

Phelps William B. jr.
Pope J. Lewis,
Priest Herbert G.
Reed Warren A.
Riley John T.
Ross George W.
Semple William J.
Shoninger Bernard J.
Swan Arthur R.
Timmins John F.
Tolman George G.
Van Praag David,
Washburn Frank,
Wilkins John F. O.
Woodward Fred. H.

GIRLS' HIGH AND NORMAL SCHOOL.

Eveline Abell,
Eunice A. S. Arnold,
Elizabeth S. Barrell,
Helen Bean,
Willietta Bicknell,
Minnie C. Brown,
Mary E. Calmin,
Lillie E. Clark,
Mary A. Cloney,
Kate L. Crosby,
Florence M. Cushing,
Agnes E. Cutter,
Lillie Davis,
Frances I. Dayley,
Hattie A. Drake,
Susan Ida Dudley,
Eleanor T. Eustis,
M. Louise Field,
Emma S. Fiske,
Ellen FitzGerald,
Adelia E. Haslet,
Sarah J. Haynes,
Nellie T. Higgins,
Emma L. Humphrey,
Sarah E. Jenks,
Almira S. Johnson,
Mary E. Joslyn,
Louisa Knapp,
Mary E. Knox,
Emma F. Locke,
Susie C. Lougee,
Ella S. Marks,
Julia Marshall,
Mary E. McCarty,
Katie C. McDermott,
Calista W. McLoud,
Sarah E. McPhaill,
M. Jennie McSweeny,
Judith P. Meader,
Emily F. Melvin,
Grace G. Nowell,
Clara A. Otis,
Georgie A. Palmer,
Abbie S. Perkins,
Elgina M. Plummer,
Electa M. Porter,
Ada D. Prescott,
Emily C Priest,
Emma L. Reynolds,
Delia C. Rich,
Fannie I. Rust,
Mary A. Shaw,
Emma F. Smith,
Lizzie C. Storm,
Mary G. A. Toland,
S. Eliza Whittemore,
Frances M. Wilson,
Addie N. Winn,
Emily H. Wish,
Lucy E. Woodwell,

Training Department.

Josie C. Bates,
Adah A. Baker,
E. Louise Brown,
Annie H. Berry,
Mary Cutler,
May L. Firth,
Mary A. Fuller,
Harriet M. Frazer,
Edna L. Gleason,
Louisa B. Holmes,
Annie Hussey,
Susan Hutchinson,

Rebecca W. Hyde,
Emma L. B. Hintz,
Mary E. Johnson,
M. Etta R. Johnson,
Lizzie E. Madigan,
Fannie A. Payne,
Clara J. Reynolds,
Louise E. Schouler,
Hannah M. Seavey,
Matilda Stephens,
L. Annie Williams,
Mattie E. Witherell,
Margaret S. Wise,
Kate Wilson.

ROXBURY HIGH SCHOOL.

Boys.

Gelston Moores Bates,
John Edward Hislen,
Fredrick Louis Kelley,
John Quincy Kilby,
George Adam Kohl,
Leo Alexander Rogers,
Frank Ernest Smith,
Charles Putnam Tower.

Girls.

Mary Janet Backup,
Alice Frances Barry,
Louisa Frances Caldwell,
Mary Elizabeth Cook,
Annie Maria Croft,
Clara Anna Curtis,
Abbie Maria Durgin,
Caroline Eliot,
Maria Davenport Faxon,
Harriet Josephine Folsom,
Lucy Ella Folsom,
Mary Lane Frye,
Cornelia Carver Holden,
Elizabeth Elvira Kenniston,
Lois Jeannette Macrae,
Annie Frances Murphy,
Mary Jasper Newman,
Alfarata Melessa Nichols,
Ella Gertrude Pike,
Rosa Mary Prang,
Fanny Larcom Rockwood,
Emma Martha Waldock,
Clara Chadwick Walker,
Julia Amanda Ward.

DORCHESTER HIGH SCHOOL.

FOUR-YEARS' COURSE.

Allen Webster Swan,
Angeline Hutchinson,
Mary Frances Jones,
Sarah Olive Lyons,
Helen Maria Noyes,
Ellen Louise Tuttle,
Bessie Williams.

CLASSICAL COURSE.

George Clarence Shepard.

THREE-YEARS' COURSE.

Solomon Potter Dodge,
William Harlow Melville,
Herbert Webster Pope,
Francis Howland Porter,
Elbridge Wellington Smith.
Sarah Emma Abbenzeller,
Sarah Josephine Clark,
Lucy Redfern Cook,
Julia Frances Ellis,
Louisa Magdalene Epmeyer,
Celestia Hayford Farwell,
Fannie Maria Ford,
Emma Britanna Hawes,
Estelle Baden Jenkins,
Eliza Withington Noyes,
Mary Ann Davis Robinson,
Mary Frances Shepard,
Josephine Tucker,
Emma Gardner Urann,
Margaret Ellen Whittemore,
Emma Elizabeth Williams.

ADAMS SCHOOL.

Boys.

Bencker William Peter,
Burrows Charles Warren,

Close Edgar Hammond,
Drew Charles Fuller,
Higgins John Thomas,
Hall Herbert William,
Langell Everard Irwin,
McLaughlin Patrick Francis,
Plummer Charles Addison,
Roche David Henry,
Wyman Horace Adelbert.

Girls.

Barrett Sarah Ellen,
Bingham Mary Kate,
Chandler Adelaide Dunbar,
Geyer Susie Ellen,
Haddon Alice Esther,
Leary Mary Genevieve,
Pierce Jessie Harriette,
Sheriff's Lillie Minerva,
Smith Maria Josephine.

BIGELOW SCHOOL.

Abell Edmund,
Baker Edgar P.
Cahill Edward,
Davenport Geo. F.
Dolbeare Chas. H.
Flynn Geo. W. F.
Gorman Chas. F.
Hadfield James,
Holbrook Wm. F.
Hosley Frank S.
Keenan Thomas H.
Keith George W.
Kempf Emil F.
Knight Levi H.
Lynch John B.
Miller George S.
Morey Warren W.
Morse William,
O'Reilly John J.
Phillips Jos. A.
Porter Asa H.
Scannell Ambrose B.
Stewart Charles E.
Winchell Jos. E.

BOWDITCH SCHOOL.

Rebecca A. Buckley,
Elizabeth J. Connors,
Catharine A. Dacey,
Ellen M. Dugan,
Frances M. Hickey,
Annie C. Hitchcock,
Margaret T. Hurley,
Susan W. Ireland,
Honora T. Lynch,
J. Agnes Murphy,
Alice M. McCluer,
Ellen T. Noonan,
Alice C. Phalon,
Catharine A. Ryan,
Mary E. Tierney,
Mary J. Usher.

BOWDOIN SCHOOL.

Allie N. Austin,
A. Jennie Austin,
Lizzie F. Baker,
Lizzie S. Barker,
Lizzie A. Blake,
Sarah E. Bickford,
Josephine A. Bucknam,
Annie M. Burnside,
Elizabeth F. Chamberlain,
Ada F. Cline,
Maria L. Clapp,
Sabina F. Dale,
Cora E. Dike,
Florence W. Fay,
Ella L. Fullarton,
Grace Woodbridge Geer,
Florence Giles,
Emma A. Gove,
Elizabeth D. Haskins,
Minnie L. Hobart,
Anna M. Hutchins,
Katie E. Keleher,
Helen G. Marston,
Augusta Phillips,
Ella F. Peck,
Mary A. Pigott,
Florence A. Pollard,

Mary L. Rand,
Almeria I. Roberts,
Clara I. Robinson,
Clara A. Sampson,
Fannie M. Smith,
Lizzie V. Smith,
Louisa M. Stevens,
Lizzie M. Temple,
Mary J. Wallace,
C. Gertrude Williams,
Ida F. Wright.

BRIMMER SCHOOL.

Charles Augustus Bartlett,
Louis Bendix,
Charles Wesley Calkins,
Frederick Walter Calkins,
John Bouve Clapp,
Livingston Cushing,
James W. H. Daly,
Charles Isaac Duncan,
Lewis Robert Dunn,
Benjamin Franklin Elson,
Henry Fenno,
William Patrick Flynn,
Herman Forg,
Frederic Sargent Gage,
Alfred Henry Gilson,
Frank Eugene Greene,
Edwin Porter Harrington,
Arthur Clarence Hayes,
Joseph Jacob Hoffert,
Louis Hyneman,
George Edwin Jordan,
Maurice Levi,
James William McGail,
George Lewis Moulton,
William Joseph Murtagh,
Seth Perkins,
Eugene David Pierce,
Frank Andrew Pratt,
George Cooledge Prince,
Daniel Joseph Shea,
Frank Ethan Sullivan,
Harry Payne Tufts,
Federick Loring Wheeler,
Henry Wolfson.

CHAPMAN SCHOOL.

Boys.

Burns John F.
Campbell John E.
Casco William H. A.
Crosby Jacob P. jr.
Damon Franklin B.
Emmerson Frederick W.
German James A. jr.
Graves Edward M.
Noble Frank C.
Palmer Benjamin S.
Porter Lewis B.
Watson Henry,
Wood Fernando H.
Woodside George W.

Girls.

Cowdin Ella F.
German Annie M.
Inman Ida E.
Knox Jennie E.
Knox Maggie A.
Marliave Daisy,
McKay M. Cressy,
Nottage M. Lizzie,
Reid Anna M.
Sawtell Lizzie M.
Slavin Susie A.
Story H. Addie.

CODMAN SCHOOL.

Boys.

Walter Baynton,
Thomas Pearce Edwards,
Lorenzo Wallace Gurney,
Sherwood Field Gorham,
Edwin Augustus Knight,
Stephen Augustus Pope,
Joseph Warren Swan.

Girls.

Julia Annie Collins,
Ella Louisa Greeley,
Clara Porter,
Mary Isabelle Roper,

Kate Barry Stacy,
Ida Thankful Spargo,
Annie Augusta Spear.

COMINS SCHOOL.

Boys.

Charles Francis Brawley,
James Cleary,
James Cooke,
Edward Corbett,
Daniel Joseph Crowley,
Martin Francis Culbert,
John Joseph Gaetz,
Henry William Kelly,
James Thomas Kelly,
Louis Heintz,
James Mahan,
William Mullen,
Frank Joseph Mulvey,
James Samuel Mulvey,
John Newton,
John Peabody Riley,
Franklin Dexter Saunders,
Frank Spangler,
Richard Patrick Sullivan.

Girls.

Sadie A. Beal,
Margaret C. Brawley,
Annie J. Bradley,
Mary Bradley,
Mary E. Crosby,
Sarah A. Crosby,
Emma A. Conant,
Mary T. Finneran,
Maggie Grady,
Lucy E. Griffeth,
Nellie A. Hall,
Lizzie M. Kohl,
Delia T. Killion,
Katie E. Milrick,
Annie M. Mitchell,
Nellie S. Pratt,
Fannie S. Prince,
Nellie A. Prudon,
Annie M. Schroeffel,
Maggie E. Schroeffel,
Annie M. Sheehan,
Annie E. Sutton.

DEARBORN SCHOOL.

Boys.

Frank Lewis Byrne,
Charles Webster Franklin,
Leonard W. Howe,
Marshall Nevers,
Frank Henry Newell,
John Joseph O'Donnell,
William Henry Ryan,
Charles Howard Walker,
Clarence Elliot Woodward,
Benjamin Trevett White,
Samuel Williams,
Frank A. Brown,

Girls.

Justina Bradford Clark,
Carrie Close,
Jannette Currie,
Minnie Amanda Fitzpatick,
Laura Elizabeth Lamson,
Anna Wallace Morse,
Eva Pishon,
Katie Ellen Ray,
Annie Dexter Robinson,
Alva Nora Robinson,
Mary Jane Rouell,
Lottie Abigail Sawin,

DUDLEY SCHOOL.

Harriet F. Averill,
Charlotte H. Blake,
Maria F. A. Carr,
Ella E. Clark,
Hattie F. Clement,
Adelaide F. Ellis,
Caroline Fobes,
Susan B. Harris,
Florence A. Howe,
Caroline E. Josselyn,
Fannie D. Lane,
Cora E. Leonard,

Hattie A. Littlefield,
Mary E. Mulliken,
Elizabeth D. Mulrey,
Celia G. Richards,
Marietta Worthen.

DWIGHT SCHOOL.

George L. Adams,
Charles J. Adams,
Charles M. Baker,
John B. Babcock, Jr.
Charles H. Blanchard,
Herbert Blanchard,
Charles T. Bodwell,
Frank C. Brewer,
Merriam S. P. Briggs,
Cushing M. Bryant,
Frank H. Carruth,
Clarence H. Carter,
William J. Caton,
James C. Coleman,
Charles L. Davy,
Willis H. Dunbar,
William R. Elliot,
Mark W. Fay,
Edward P. Faxon,
William H. Fowles,
Charles I. Gardner,
Fred A. Gleason,
Benjamin F. Hallet, jr.
Edwin A. Honey,
Frank E. James,
Harry P. Loring,
John B. McNeil,
Frank Mosely,
Harry D. Page,
George H. Safford,
George W. Sargent,
Eben D. Seccomb,
Charles F. Somes,
George H. Stephenson,
Walter B. Stephenson,
Thomas E. Stutson,
Edward L. Talbot,
Clarence Tavener,
Fred L. Wheeler,
Howard White,
Charles O. Willis,
Edward Worcester,

ELIOT SCHOOL.

Thomas Walter Clark,
Thomas Peter Conner,
Michael Henry Crowley,
Miles Crowley,
William Joseph Dobinson,
William Joseph Dorgan,
David Leonard Fagin,
Richard Galvin,
John Gourley,
Charles Albert Haines,
Francis Hiram Knights,
Henry Eugene Lamson,
Walter Billings Lund,
Antoine Aloysius McAloon,
Thomas Francis Joseph McManus,
Willie Francis Priest,
Arthur Harold Read,
Timothy Francis Sullivan,
Arthur Charles Sutherland,
Thomas Joseph Thomson,
Thomas Francis Whalen,

EVERETT SCHOOL.

Helen M. Adams,
Ella C. Atwood,
Fannie L. Barnes,
Eliza G. Boyd,
Susie E. Boyd,
Ella J. Carlton,
Rosa Cohen,
Ella F. Collamore,
Mary E. Conley,
Alice M. Copeland,
Flora B. Dunklee,
Melvina F. Evans,
Mary F. Fagan,
Annie F. Gray,
Erina J. Hanlon,
Fannie C. Haven,
Mary F. Hogan,
Katie K. Marlow,

Bella Gertrude Masters,
Mary A. Maynard,
Ellen C. McDermott,
Ida A. Merriam,
Mary J. Monahan,
Annie F. Monroe,
Sarah E. Moore,
Esther C. Morse,
Augusta H. Nickerson,
Hattie E. Nickles,
Theresa O'Connor,
Minnie E. Pearson,
Clara Pope,
Helen M. Ranney,
Alice Reed,
Annie B. Reed,
Florence Sargent,
Clara A. Skillings,
Lizzie L. Smith,
Marion F. Smith,
Margaret F. Sullivan,
Alline A. Tuttle,
Nellie M. Waller,
Minnie R. Wheeler,
Laura E. White,
Flora E. Wight,
Clara D. Wilder,
Hattie M. Woodman.

EVERETT SCHOOL (DORCHESTER).

Boys.

Frank Appleton Hodges,
William Tileston McKechnie,
Walter Shepard Lyons.

Girls.

Georgiana Allen,
Florence Brown,
Mary Ann Caldoff,
Florence Freeman,
Clara Augusta Jones,
May Estella Pratt,
Mary Jane Sheridan,
Etta Alicia Snow,
Sarah Munroe Thayer,
Mary Lora Weis,
Mary Lake Weis.

FRANKLIN SCHOOL.

Julia Adams,
Jennie Adams,
Kate Babson,
Josephine M. Baldwin,
Annie L. Bemis,
Minnie J. Bennett,
Minnie D. Blanchard,
Eva J. Brown,
Carrie L. Colburn,
Abby A. Colcord,
Eliza E. Davis,
Clara A. Eastman,
Kate E. Fitzgerald,
Ella P. Freeman,
Frances E. Hart,
Mary F. Hutchins,
Mary E. Martin,
Adelia A. Mayo,
Sarah J. McLaughlin,
Adelaide Mes'on,
Rebecca Morrison,
Georgia M. Pickett,
Martha A. Pope,
Julia E. Ripley,
Lizzie M. Stimpson,
Esther Tobias,
Agnes E. Tolman,
Isabella Westcott,
Angela L. White,
Effie G. Whidden,
Esther M. Young.

GIBSON SCHOOL.

Boys.

Avery William Henry,
Childs Harold Chessman,
Garland Nathaniel Watson.

Girls.

Brown Elizabeth Woodford,
Sanborn Mary Elizabeth,
Wells Emma Geneva,
Whitney Sarah Caroline.

HANCOCK SCHOOL.

Mary E. Allen,
Lena G. Anderson,
Minnie E. Anderson,
Lizzie L. Cooke,
Mary E. Coursey,
Annie Devine,
Marcella C. Donegan,
Mary E. Ferry,
Margaret C. Grant,
Mary E. Hayes,
Emma C. Jenness,
Jennie C. Kieley,
Margaret A. King,
Fannie E. Leahy,
Jane L. Mahoney,
Jane L. McCartney,
Christina M. Pearson,
Julia A. Sinnott,
Maggie R. Starrett,
Mary E. Towle,
Erena F. Tufts.

HARRIS SCHOOL.

Boys.

Carter Arthur E.
Everett William B.
Folsom Charles E.
Perrin Frederic H.
Phipps Walter T.
Pope Walter F.
Shepard Horace B.
Smith Edward E.
Thompson George B.

Girls.

Gough Elizabeth,
Haskell Mary L.
Hill Mary A.
Mann Elizabeth B.
Preston Edith L.
Savage Elizabeth A.

LAWRENCE SCHOOL.

Edward J. Ahern,
Lewis A. Allen,
Samuel H. Barker,
Thomas J. Barry,
James J. Brennick,
George F. Brown,
Joseph F. Carew,
Daniel J. Coughlin,
William T. English,
George H. Gallagher,
Daniel J. Griffin,
John Hurst,
Michael W. Joyce,
Daniel T. Lynch,
John J. McCarron,
James E. McInerny,
John H. McGrath,
Robert J. Miller,
Peter J. Mullen,
James F. O'Gorman,
George W. Quilty,
Edward O. Rayne,
Eugene T. Robbins,
Thomas W. Roulston,
Charles A. Rowell,
Walter. H. Shaw,
Walter J. Walsh.

LEWIS SCHOOL.

Boys.

Atwood Charles Holbrook,
Bell William George,
Coffin George,
Deland Thomas James,
Fessenden Charles Francis,
Galvin George William,
Harney James Edmund,
Hutchinson Dana Brigham,
Leavitt Percy Ward,
Mullen Daniel Joseph,
Pierce Charles Taylor,
Pierce Edward,
Shaughnessy Thomas Francis.

Girls.

Aldrich Jessie Sibyl Fremont,
Brown Jennie Augusta,

Burrell Sarah Southack,
Cowdrey Jeannie Morton,
Chase Emma Isadora,
Curtis Kittie Whitmarsh,
Dinsmoor Carrie,
Dove Amelia Jones,
Edwards Clara,
Ellison Amanda Codman,
Folsom Fannie Webb,
Foss Annie Hatchman,
Gilman Katie Lavina,
Howes Lizzie Gertrude,
Meriam Emily Maria Abby,
Mitchell Emma Carrie,
Newcomb Annie Louisa,
O'Neil Rosa Clementina,
Seaver Harriet Emma,
Shed Mary Helen,
Taylor Ella Maria,
Torrey Emeline Eliza,
Ward Theresa Harriet Susan,
Walcott Hattie Tracy,
Wheelock Fannie,
Wheelock Annie,
Yeaton Josephine Richardson.

LINCOLN SCHOOL.

Boys.

Richard A. Bibber.
Louis P. Cass,
Edgar A. Conant,
Henry L. Emerson,
Frederic C. Hebard,
Frederic A. McDonald,
John C. Murphy,
John G. Morris,
Charles E. Richardson,
Robert F. Reddy,
Malachi J. Rowan,
George H. Smith,
William C. Tileston,
Henry E. Webb.

Girls.

Anna L. Beale,
Mary L. Birch,
Margaret P. Cheyne,
Fannie A. Emerson,
Anna G. Farrar,
Helen I. Hanson,
Lucy E. Johnson,
Annie L. Moffett,
Mary E. Morton,
Helen B. Means,
Lucy J. Mellen,
Lucy A. O'Brien,
Mary B. Powers,
Helen A. Putnam,
Eliza Etta Pickernell,
Louisa P. Smith,
Ella A. Simmonds,
Frances Annie Whitmore.

LYMAN SCHOOL.

Boys.

William H. Bartley,
John H. Clarke,
Albert W. Cobb,
Eben W. Douglas,
Edwin C. Johnson,
William E. McIntyre,
George A. Taylor,
Thomas F. Wall,
Stephen F. Whalon,
John F. Wilber.

Girls.

Annie McBride,
Lizzie McBride,
Carrie E. Davis,
Lizzie M. Heard,
Sarah A. Overend,
Annie S. Whitehouse.

MATHER SCHOOL

Boys.

Charles R. Brown,
Charles R. Emery,
Charles Everett,
George O. Leavitt,
Willie G. White.

Girls.

Carrie A. Clarke,
Carrie M. Emery,
Eleanor H. Merriam,
Ella F. Wilder.

MAYHEW SCHOOL.

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Jacob Fishel,
Thomas A. Lucas,
Patrick J. Lynch,
Dennis B. McCarthy,
Frank C. McKenna,
William T. Neilon,
Frederic H. Prentiss.

MINOT SCHOOL.

Boys.

James Arnold Colgan,
Edgar Frank Eastman,
Walter Bradford Guild.

Girls.

Charlotte Elizabeth Dennison,
Clara Augusta Houghton.

NORCROSS SCHOOL.

Annie M. Bond,
Frances E. Cullen,
Alice M. Cushing,
Sarah E. Daly,
Lizzie H. Dunbar,
Nellie B. Eaton,
Annie Gainey,
Annette M. Gray,
Lillie M. V. Howard,
Kate E. Hutchinson,
Alice L. Littlefield,
Sarah V. O'Neil,
Emily J. Povah,
Kate E. Riley,
Maggie F. Riley,
Minnie J. Symes,
Mary R. Slack,
Etta Tufts,
Emma A. Walch,
Jennie M. Warren.

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George H. Bowers,
Edward H. Davis,
Arthur H. Dodd,
Charles W. Hallstram,
G. Stanley Hunting,
Edward G. Johnston,
Charles H. Keach,
Edward J. Parsons,
A. B. Robinson,
John H. Ropes,
Fred. W. Turner, jr.
Albert E. Warner.

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William H. Beeching,
David S. Callahan,
Edward J. Curtin,
Charles E. Estabrook,
William A. Lewis,
Thomas H. McDermott,
Samuel S. Smith,
Benjamin J. Sullivan,
Dennis Sullivan.

Girls.

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Adabelle E. Davis,
Lillian Dunbar,
Annie G. Hargrave,
Elizabeth Lambirth,
Ida Belle Lyon,
Mary L. Peabody,
Cevilla R. Richardson,
Clara E. Roby,
Ella C. Smith.

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James D. Casey,
William J. Casey,
John F. Connery,
William J. Cronin,

Charles D. Daley,
Michael T. Gleeson,
Henry D. Goodale,
Patrick Haley,
James M. Hartnett,
Joseph F. Hearn,
Edward D. Holland,
Thomas F. Kelley,
Charles King,
Louis Levi,
Richard H. Linehan,
Robert J. McCool,
John D. Mulchinock,
Francis C. Mullen,
Florence J. O'Donoghue,
William J. O'Neil,
John R. Patterson,
John D. Patterson,
Eugene F. Sullivan,
Charles F. Towle.

RICE SCHOOL.

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Harry H. Baldwin,
James W. Emery,
Charles A. Fitzgerald,
Seymour S. Glover,
Arthur W. Hamblen,
James F. Hastings,
Joseph R. Hewes,
John A. Meward,
Albert G. Milton,
John J. Morris,
Lubin E. Pierce,
George T. Prince,
George H. Reed,
Edward F. Ripley,
Francis J. Smith,
William I. Stone,
Louis H. Sullivan,
Edward Summerfield,
Frank A. Swallow,
George F. Wadley,
Franklin U. Warner,
Charles S. Willard,
Charles C. Woodward.

SHURTLEFF SCHOOL.

Ida M. Aldrich,
Zeluma W. Bugbee,
Hattie M. Blank,
Annie M. Clough,
Nettie E. Glynn,
Florence S. Greeley,
Katie S. Gunn,
Ella H. Hartford,
Pauline F. Hayden,
Lena W. Hertkorn,
Edith J. Kennedy,
Annie E. Langley,
Nellie G. Lawton,
Maggie J. Deary,
Lizzie A. Leighton,
Carrie B. Lewis,
Lizzie A. Mace,
Mary E. Mason,
Lottie A. Mitchelt,
Emma C. Murphy,
Ella F. Neale,
Ida H. Noyes,
Emma L. Pollex,
Nellie M. Power,
Viola G. Roys,
Alice C. Ryan,
Agnes G. Sheridan,
Cora A. Somerby,
Emma J. Wheelock,
Mary B. Winchell.

TILESTON SCHOOL.

Boys.

Anson D. Stephenson,
John Tileston.

Girls.

Ida M. Ewell,
Lizzie H. Jones,
Emma F. Russell,
Susan E. Williams.

WASHINGTON SCHOOL.

Horace Gwynne Allen,
Horace Bacon,

George Albert Burkhardt,
Henry Hall Carter,
William Lewis Clark,
Frank Melvin Crosby,
Frank Dunning,
Howard Emery,
George Clarence Frost,
Emanuel Washington Gardner,
Simon Goldsmith,
George William Gordon,
Thomas Joseph Harney,
James Howe, jr.
Frank Arthur Leavitt,
Thomas St. John Lockwood,
Joseph William Minchin,
William Edward Norwood,
Charles Parker,
William Marshal Sanborn,
Frederic Charles Tinkham,
Thomas Michael Watson,
Clarence Le Francis West,
George Huse Waterman.

WELLS SCHOOL.

Annie C. Badger,
Blanche L. Blake,
Elmira A. Brown,
Alice N. Conner,
Lizzie F. Cotter,
Alma B. Cross,
Mary A. Crowley,
Annie E. Curtis,
Sarah F. Deering,
Carrie M. Egerton,
Mary A. Gill,
Silence A. Hill,
Mary E. Hunt,
Ida F. Kent,
Lizzie J. Lee,
Fannie S. Libbey,
Sarah E. McGinnis,
Lizzie A. Myres,
Emma N. Robinson,
Bessie Rodgers,
Jennie M. Vinal,
Mary A. Walker,
Lena C. Werner.

WINTHROP SCHOOL,

Cora I. Ashley,
Sarah A. Cleaves,
Mary E. Colburn,
Anne E. Drew,
Clara B. Flagg,
Emily M. Harmon,
Fannie M. Hartnett,
Adelaide A. Jacobs,
Elizabeth A. Kennedy,
Olive S. Libbey,
Elizabeth F. McDonough,
Louisa E. Morton,
Christina T. Neill,
Louisa L. Porlier,
Sarah A. Shurtleff,
Abbie L. Sproat,
Belinda Spitz,
Helen C. Steele.
Frances C. Wax,
Anna C. Welch,
Susan R. White,
Lizzie L. Wilson,

ROSTER OF REGIMENT,

COMPOSED OF PUPILS OF THE LATIN, ENGLISH HIGH, ROXBURY HIGH AND ROXBURY LATIN SCHOOLS,

Under the Instruction of Capt. Hobart Moore.

FIELD AND STAFF.

Colonel. — L. W. Clark, Latin School.
Lieutenant-Colonel. — Parkman Dexter, English High School.
Senior Major. — W. L. Jackson, Roxbury High School.
Junior Major. — W. L. Pierce, English High School.
Adjutant. — G. W. Monks, Latin School.
Sergeant Major. — W. S. Eaton, English High School.

FIRST COMPANY. — LATIN SCHOOL.

Captain. — W. T. Campbell.
First Lieutenant. — J. C. Lane.
Second Lieutenant. — F. Campbell.

SECOND COMPANY. — LATIN SCHOOL.

Captain. — A. L. Dam.
First Lieutenant. — H. L. Warren.
Second Lieutenant. — C. L. Clark.

THIRD COMPANY. — LATIN SCHOOL.

Captain. — W. S. Broughman.
First Lieutenant. — S. L. Abbott.
Second Lieutenant. — W. H. Prince.

FOURTH COMPANY. — LATIN SCHOOL.

Captain. — G. P. Fancon.
First Lieutenant. — F. Damaresq.
Second Lieutenant. — D. Bush.

FIFTH COMPANY. — ROXBURY HIGH SCHOOL.

Captain. — A. L. Plympton.
First Lieutenant. — A. L. Haley.
Second Lieutenant. — G. G. Kellogg.

SIXTH COMPANY. — ROXBURY HIGH SCHOOL.

Captain. — T. G. Joyce
First Lieutenant. — C. E. Swain.
Second Lieutenant. — P. G. Gullrandron.

SEVENTH COMPANY. — ROXBURY LATIN SCHOOL.

Captain. — F. G. Ham.
First Lieutenant. — J. B. Draper.
Second Lieutenant. — O. D. Myrick.

EIGHTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — F. H. Armstrong.
First-Lieutenant. — J. E. Donavan.
Second-Lieutenant. — W. C. Briggs.

NINTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — C. H. S. Poole.
First-Lieutenant. — C. H. Brooks.
Second Lieutenant. — J. F. Powers.

TENTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — W. L. Wharf.
First-Lieutenant. — C. H. Livingston.
Second-Lieutenant. — K. S. Sturgis.

ELEVENTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — Hubbard Brigham.
First-Lieutenant. — W. P. Willard.
Second-Lieutenant. — W. H. Roundy.

TWELFTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — Alliff Tower.
First-Lieutenant. — G. W. Pierce.
Second-Lieutenant. — G. A. Damon.

THIRTEENTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — I. S. Fishel.
First-Lieutenant. — W. W. Baxter.
Second-Lieutenant. — W. E. Allen.

FOURTEENTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — F. B. Rogers.
First-Lieutenant. — F. S. Norton.
Second-Lieutenant. — G. F. Stebbins.

FIFTEENTH COMPANY. — ENGLISH HIGH SCHOOL.

Captain. — B. L. Arbecam.
First-Lieutenant. — F. D. Cardell.
Second-Lieutenant. — G. F. Wallis.

ORGANIZATION

OF THE

SCHOOL COMMITTEE

FOR 1871.

HON. WILLIAM GASTON, *Mayor, ex officio.*

MATTHIAS RICH, *President of the Common Council, ex officio.*

Ward 1.

Albert Huse,
Richard M. Ingalls,
Warren H. Cudworth,
John Noble,
Henry S. Washburn,
Seth C. Ames.

Ward 2.

George F. Haskins,
James M. Badger,
George D. Ricker,
John F. Flynn,
William J. Porter,
John W. Fraser.

Ward 3.

Lucius Slade,
Horatio N. Holbrook,
William A. Rust,
James A. McDonough,
John F. Jarvis,
Frank B. Clock.

Ward 4.

John A. Lamson,
Nath. B. Shurtleff,
John H. Woodbury,
Adino B. Hall,
William O. Johnson,
Loring Lothrop.

Ward 5.

Edward B. Rankin,
John W. Foye,
John M. Maguire,
Joseph D. Fallon,
John P. Ordway,
George F. Bigelow.

Ward 6.

Samuel K. Lothrop,
James Reed,
Henry Burroughs,
Hall Curtis,
J. Baxter Upham,
Joseph Willard.

Ward 7.

Wm. A. Blenkinsop,
Arthur H. Wilson,
James Conboye,
Hugh J. Toland,
Richard J. Fennelly,
P. J. Whelton.

Ward 8.

Samuel A. Green,
William Woods,
Henry C. Hunt,
Eben R. Frost,
Henry P. Shattuck,
Solon Thornton.

Ward 9.

Charles J. Prescott,
Francis D. Stedman,
John P. Reynolds,
Charles Hutchins,
John C. J. Brown,
William T. Brigham.

Ward 10.

Lyman Mason,
Zachariah Jellison,
Charles L. Flint,
William H. Baldwin,
Samuel G. Bowdlear,
Abijah Richardson.

Ward 11.

Wm. H. Learnard, jr.,
Stephen G. Deblois,
Charles C. Shackford,
William B. Merrill,
Robert C. Waterston,
George H. Nichols.

Ward 12.

John S. H. Fogg,
J. J. Lewis,
Liberty D. Packard,
Samuel F. Bachelder,
Francis H. Underwood,
Warren P. Adams.

Ward 13.

James Morse,
William S. Pelletier,
P. O'Meara Edson,
Horatio G. Morse,
Joseph A. Tucker,
George W. Adams.

Ward 14.

John O. Means,
Joseph H. Streeter,
Ira Allen,
John Kneeland,
George H. Monroe,
Moody Merrill.

Ward 15.

James Waldock,
Daniel G. Clark,
Treffle Garceau,
George F. Emery,
George M. Hobbs,
Charles K. Dillaway.

Ward 16.

John H. McKendry,
William Sayward,
William T. Adams,
John W. Porter,
William W. Swan,
Baylies Sanford.

Hon. William Gaston, Mayor, *President.*
John D. Philbrick, *Superintendent of Schools.*
Barnard Capen, *Secretary of the Board.*
George A. Smith, *Clerk of the Committee on Accounts.*
Oliver H. Spurr, *Messenger.*

Rooms of the Board open from nine o'clock till six o'clock.

Office hours of the Superintendent: — From Oct. 1st to May 1st, 12½ o'clock to 1½ o'clock. From May 1st to Oct. 1st, 12 o'clock to 1 o'clock.

STANDING COMMITTEES.

ELECTIONS.

J. Coffin Jones Brown, *Chairman;*
James Waldock,
Horatio N. Holbrook,
Henry P. Shattuck,
Hall Curtis,
Joseph D. Fallon,
Warren P. Adams.

RULES AND REGULATIONS.

Adino B. Hall, *Chairman;*
George F. Haskins,
George H. Nichols,
George M. Hobbs,
John S. H. Fogg,
John Kneeland.

SALARIES.

Loring Lothrop, *Chairman;*
J. Coffin Jones Brown,
Ira Allen,
Henry S. Washburn,
Francis D. Stedman,
Liberty D. Packard,
William T. Adams.

ACCOUNTS.

William B. Merrill, *Chairman;*
Wm. H. Learnard, jr.,
George D. Ricker,
Moody Merrill,
Loring Lothrop,
Lucius Slade,
Henry C. Hunt.

TEXT-BOOKS.

S. K. Lothrop, *Chairman;*
Henry Burroughs,
John F. Jarvis,
John A. Lamson,
Charles Hutchins,
Moody Merrill,
Henry C. Hunt.

SCHOOL-HOUSES.

Zachariah Jellison, *Chairman;*
Joseph H. Streeter,
Joseph A. Tucker,
John Noble,
Samuel F. Bachelder,
John W. Porter,
Charles J. Prescott.

MUSIC.

J. Baxter Upham, *Chairman;*
John P. Ordway,
Francis H. Underwood,
Robert C. Waterston,
Warren H. Cudworth,
Charles L. Flint,
William B. Merrill.

PRINTING.

George H. Monroe, *Chairman;*
Samuel G. Bowdlear,
Joseph A. Tucker,
William Pope,
Charles L. Flint,
Horatio G. Morse,
Solon Thornton.

VOCAL AND PHYSICAL CULTURE, AND MILITARY DRILL.

Lucius Slade, *Chairman;*
J. Baxter Upham,
Samuel A. Green,
P. O'Meara Edson,
Eben R. Frost,
Henry P. Shattuck,
Arthur H. Wilson.

DRAWING.

William T. Brigham, *Chairman;*
J. C. J. Brown,
Robert C. Waterston,
James Morse,
William Woods,
James Waldock,
George F. Bigelow.

EVENING SCHOOLS.

Ira Allen, *Chairman;*
George D. Ricker,
John S. H. Fogg,
Hall Curtis,
Eben R. Frost,
William H. Baldwin,
Richard M. Ingalls.

SCHOOLS FOR LICENSED MINORS.

Loring Lothrop, *Chairman;*
George F. Haskins,
J. J. Lewis,
Ira Allen,
William O. Johnson.

SCHOOL FOR DEAF MUTES.

Samuel G. Bowdlear, *Chairman;*
Henry S. Washburn,
Ira Allen,
Liberty D. Packard,
George F. Haskins,
Lucius Slade,
William Pope.

LATIN AND HIGH SCHOOLS.

PUBLIC LATIN SCHOOL,

Bedford street.

COMMITTEE.

Henry S. Washburn, *Chairman.*
William T. Brigham, *Secretary.*
George F. Haskins,
William A. Rust,
John H. Woodbury,
John W. Foye,
James Reed,
Wm. A. Blenkinsop,
Samuel A. Green,
Abijah Richardson,
Charles C. Shackford,
Francis H. Underwood,
George W. Adams,
Joseph H. Streeter,
George M. Hobbs,
William Pope.

TEACHERS.

Francis Gardner, *Head Master.*
William T. Reid, *Head Master's Assistant.*
Augustine M. Gay, *Master.*
Moses Merrill, *Master.*
John S. White, Jr., *Master.*
Josiah G. Dearborn, *Master.*
A. H. Buck, *Master.*
Charles J. Capen, *Master.*

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George W. Pierce, *in Mathematics.*

SUB-MASTERS.

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Williard T. Perrin.
C. A. Barry, *Instructor in Drawing.*
P. Morand, *Instructor in French.*
Capt. Hobart Moore, *Instructor in Military Drill.*

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Bedford street.

COMMITTEE.

S. K. Lothrop, *Chairman.*
John Noble, *Secretary.*
James M. Badger,
James A. McDonough,
William O. Johnson,
John M. Maguire,
Hugh J. Toland,
William Woods,
Charles J. Prescott,
Lyman Mason,
Robert C. Waterston,
John S. H. Fogg,
James Morse,
Ira Allen,
James Waldock,
John H. McKendry.

TEACHERS.

Charles M. Cumston, *Head Master.*
Luther W. Anderson, *Master.*
Moses Woolson, *Master.*
George H. Howison, *Master.*

SUB-MASTERS.

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Albert Hale,
L. Hall Grandgent,
Nathan E. Willis,
Charles B. Travis,
John P. Brown,
Charles J. Lincoln,
Alonzo G. Whitman,
Charles H. Cumston,
John O. Norris,
Nicholas F. Dracopoli, *Instructor in French.*
Henry Hitchings, *Instructor in Drawing.*
Capt. Hobart Moore, *Instructor in Military drill.*

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Newton street.

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Henry C. Hunt, *Secretary.*
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George D. Ricker,
John F. Jarvis,
Loring Lothrop,
George F. Bigelow,
Arthur H. Wilson,
Charles Hutchins,
Charles L. Flint,
Stephen G. Deblois,
Warren P. Adams,
P. O'Meara Edson,
John Kneeland,
Charles K. Dillaway,
William T. Adams.

TEACHERS.

Ephraim Hunt, *Head Master.*
Harriet E. Caryl, *Head Ass't.*
Jane H. Stickney, *Supt. of Training School.*
Maria A. Bacon, *Teacher of Chemistry.*
Margaret A. Badger,
Emma A. Temple,
Catharine Knapp,
Mary E. Scates,
Adeline L. Sylvester,
Elizabeth C. Light,
Bessie T. Capen,
Lucy O. Fessenden,
Julia A. Jellison,
Adeline S. Tufts,
Florence W. Stetson,
M. M. Melcher,
Alice M. Wellington,
Helen M. Dunbar,
Emerette O. Patch,
Rebecca R. Joslin,
S. Annie Shorey,
Annie B. Thompson,
Bertha W. Hintz, *Teacher of Primary School.*
W. N. Bartholomew, *Teacher of Drawing.*
E. C. F. Krauss, *Teacher of German.*
Prosphère Morand, *Teacher of French.*
Julius Eichberg, *Teacher of Music.*

ROXBURY HIGH SCHOOL,

Kenilworth street.

COMMITTEE.

Moody Merrill, *Chairman.*
George M. Hobbs, *Secretary.*
Warren H. Cudworth,
Henry P. Shattuck,
John F. Flynn,
William A. Rust,
John A. Lamson,
Joseph D. Fallon,
Hall Curtis,
Richard J. Fennelly,
Charles J. Prescott,
Samuel G. Bowdlear,
Wm. H. Learnard,
John S. H. Fogg,
P. O'Meara Edson,
William T. Adams.

TEACHERS.

Sam'l M. Weston, *Head Master.*
M. Louise Tincker, *Head Ass't.*
Emily Weeks, *Assistant.*
Eliza D. Gardner, *Assistant.*
Helen A. Gardner, *Assistant.*
Julius Eichberg, *Teacher of Music.*
Mlle. De Maltchycé, *Teacher of French.*
Benjamin F. Nutting, *Teacher of Drawing.*

DORCHESTER HIGH SCHOOL.

COMMITTEE.

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William W. Swan, *Secretary.*
William Pope,
Moody Merrill,
Adino B. Hall.

TEACHERS.

Elbridge Smith, *Head Master.*
Mary W. Hall, *Head Assistant.*
Mary F. Porter, *Assistant.*
Rebecca V. Humphrey, *Assistant.*
Caroline A. Raymond, *Assistant.*
Julius Eichberg, *Teacher of Music.*
Mercy A. Bailey, *Teacher of Drawing.*
Charles De Lagarliere, *Teacher of French.*
——, *Teacher of German.*

SUPERINTENDENT OF VOCAL AND PHYSICAL CULTURE.

Lewis B. Monroe. Address, at the Rooms, City Hall.

SUPERVISORS OF VOCAL MUSIC.

Julius Eichberg, Supervisor of Music, and teacher of Music in the several High Schools.

Luther W. Mason, Supervisor of Music in the Primary Schools.

H. E. Holt, Supervisor of Music in the lower classes in the Grammar Schools.

Henry W. Alexander, Supervisor of Music in the Second Class in the Grammar Schools.

Joseph B. Sharland, Supervisor and Teacher of Music in the First Class in the Grammar Schools.

Hiram Wilde, Supervisor and Teacher of Music in the Grammar and Primary Schools in Dorchester.

DEPARTMENT OF DRAWING.

William N. Bartholomew, Girls' High and Normal School.

Henry Hitchings, English High School.

C. A. Barry, Latin School.

Mercy A. Bailey, Dorchester High School.

These Instructors also supervise the Drawing in the Grammar and Primary Schools as far as their time allows.

FREE EVENING DRAWING SCHOOL.

Institute of Technology.

DANIEL W. WILLARD, *Principal.*

ASSISTANTS.

William E. Hoyt, Mechanical Drawing.

William A. Pike, Mechanical Drawing.

Henry Richards, Architectural Drawing.

C. M. Moore, Free-hand and Designing.
Chas. Furneaux, Free-hand and Designing.
C. S. Ward, Free-hand Machinery.
Frank B. Morse, Free-hand Machinery.
Frank L. Fernald, Ship Drafting.

Monday, Tuesday, Thursday and Friday evenings, from 7 till 9 o'clock.

THE SCHOOL DISTRICTS

ARRANGED IN ALPHABETICAL ORDER.

ADAMS SCHOOL DISTRICT.

COMMITTEE.

Warren H. Cudworth, *Chairman.*
Albert Huse, *Secretary.*
Henry S. Washburn,
Richard M. Ingalls,
John Noble,
John F. Flynn,
Charles J. White.

ADAMS SCHOOL.

Belmont square, East Boston.

Robert C. Metcalf, *Master.*
Frank F. Preble, *Sub-Master.*
Mary M. Morse, *Master's Assistant.*
Louise E. Harris, *Head Assistant.*
Martha E. Webb, *Head Assistant.*
Lucy A. Wiggin, *Head Assistant.*

ASSISTANTS.

Sarah M. Boyd,
Clara Robbins,
Harriet Sturtevant,
L. Frances Gardner,
Ellen M. Robbins,
Clara J. Doane,
Lucy H. Cobb, *Sewing Teacher.*

PRIMARY SCHOOLS.

Adams School-House.

Mary H. Allen,
Eliza A. Wiggin,
Mary E. Wiggin,
Anna E. Reed,
Sarah A. Cook.

Sub-Committee, Messrs. Cudworth and Flynn.

Sumner street.

Emily C. Morse. Rosa L. Morse.

Sub-Committee, Mr. Huse.

Webster street.

Esther L. Morse, Georgiana A. Palmer.

Sub-Committee, Mr. Cudworth.

BIGELOW SCHOOL DISTRICT.

COMMITTEE.

Liberty D. Packard, *Chairman*. John S. H. Fogg,
J. J. Lewis, *Secretary*. Francis H. Underwood,
Warren P. Adams, Samuel F. Bachelder,
Wm A. Blénkinsop, P. J. Whelton.

BIGELOW SCHOOL.

Fourth street, Corner of E street, South Boston.

Thomas H. Barnes, *Master*.
Fred. O. Ellis, *Sub-Master*.
Leander Waterman, *Usher*.
Clara E. Farrington, *Master's Head Assistant*.
Amelia B. Coe, *Head Assistant*.

ASSISTANTS.

Mary Nichols,
Eliza B. Haskell,
Ellen Coe,
Henrietta L. Dwyer,
Lucinda P. Bowley,
Mary L. Lufkin,
Celinda Seaver,
Lucy C. Bartlett,
Mary C. Babcock,
Mary Harris,
Lucy M. Marsh,
Laura A. Neilson,
Mary L. Kinne.

PRIMARY SCHOOLS.

Hawes Building, Broadway.

Anna C. Gill,
Abigail B. Kent,
Alice Danforth,
Lucy E. T. Tinkham,
Mary P. Colburn.

Sub-Committee, Messrs. Packard and Lewis.

Ann J. Lyon, Mary E. Johnston.
Sub-Committee, Messrs. Lewis and Whelton.
Harriet A. Clapp.
Sub-Committee, Mr. Whelton.

Rear Hawes Building.

Tiley A. Bolkcom, Sarah E. Varney,
Mary L. Howard,
Sub-Committee, Messrs. Lewis and Whelton.

Lyceum Hall.

Josephine B. Cherrington, Lillian M. Bicknell.
Sarah A. Graham,
Sub-Committee, Messrs. Bachelder and Lewis.

BOWDITCH SCHOOL DISTRICT.

COMMITTEE.

John P. Ordway, *Chairman.* John M. Maguire,
Joseph D. Fallon, *Secretary.* George F. Bigelow,
John P. Reynolds, Edward B. Rankin,
John W. Foye, Arthur H. Wilson,
William T. Adams, Richard J. Fennelly.

BOWDITCH SCHOOL,

South street.

Alfred Hewins, *Master.*
Frances R. Honey, *Master's Assistant.*
Caroline L. G. Badger, *Head Assistant.*
Susan H. Thaxter, *Head Assistant.*
Clarinda R. F. Treadwell, *Head Assistant.*

ASSISTANTS.

Carolyn E. Jennison, Margaret E. Sheehan,

Mary M. T. Foley,
Mary E. Nichols,
Caroline W. Marshall,
Ellen M. S. Treadwell,
Annie B. Thompson,
Sarah A. Pope,
Eliza M. Evert,
H. Isabella Hopkins.

PRIMARY SCHOOLS.

High street place.

Octavia C. Heard.	*Sub-Committee*,	Mr. Adams.
Ruth H. Clapp.	"	Mr. Wilson.
Hannah E. G. Gleason.	"	Mr. Fallon.
Maria J. Coburn.	"	Mr. Rankin.
Julia M. Driscoll.	"	Mr. Ordway.

East street.

Adeline Stockbridge.	*Sub-Committee*,	Mr. Maguire.
Ellen L. F. Collins.	"	Mr. Reynolds.
Sophronia N. Herrick.	"	Mr.Fennelly.
Marian A. Flynn.	"	Mr. Foye.
Matilda Mitchell,	"	Mr. Bigelow.

BOWDOIN SCHOOL DISTRICT.

COMMITTEE.

John A. Lamson, *Chairman.*
Hall Curtis, *Secretary.*
J. Baxter Upham,
S. K. Lothrop,
John F. Jarvis,
Adino B. Hall,
John H. Woodbury,
William A. Rust,
William O. Johnson,
James Reed.

BOWDOIN SCHOOL,

Myrtle street.

Daniel C. Brown, *Master.*
Sarah J. Mills, *Head Assistant.*
Mary Young, *Head Assistant.*
Sarah O. Brickett, *Head As'st.*

ASSISTANTS.

Eliza A. Fay,
Sophia B. Horr,
Irene W. Wentworth,
Martha A. Palmer,
Lucy C. Gould,
Ada Cushman,
Mary F. Grant,
S. Frances Perry,
Catharine Bigelow, *Sewing Teacher.*

PRIMARY SCHOOLS.

Somerset Street.

Clara A. Robbins.	*Sub-Committee*,	Mr. Woodbury.
C. Eliza Wason.	"	Mr. Rust.
Annie K. Adams.	"	Mr. Johnson.

Old Phillips School-House, Pinckney Street.

Sarah F. Rusell.	*Sub-Committee*,	Mr Jarvis.
Elizabeth R. Preston.	"	Mr. ———.
Annie M. Heustis.	"	Mr. ———.

26 *Charles Street.*

Clementine A. Baker.	*Sub-Committee*,	Mr. Curtis.

Joy Street.

Mary E. Ames.	*Sub-Committee*,	Mr. Lamson.

Blossom Street.

Olive Ruggles.	*Sub-Committee*,	Mr. Hall.
Julia T. Jellison.	"	Mr. Hall.
Anna S. Balcom.	"	Mr. Curtis.
Lydia A. Isbel.	"	Mr. Johnson.

BOYLSTON SCHOOL DISTRICT.

COMMITTEE.

Solon Thornton, *Chairman.*
Abijah Richardson, *Secretary.*
John P. Reynolds,
John P. Ordway,
John W. Foye,
Eben R. Frost,
Francis D. Stedman,
John M. Maguire,
Joseph D. Fallon,
James Conboye,
Hugh J. Toland.

BOYLSTON SCHOOL.

Washington Street, near Dover street.

John Jameson, *Master.*

Boys.

Henry H. Kimball, *Sub-Master.*
Mary L. Holland, *Assistant.*
Mary H. Cashman, *Assistant.*
Emily S. Hutchins, *Assistant*
Bridget A. Foley, *Assistant.*

Girls.

Mary A. Davis, *Master's Head Assistant.*
Jane M. Bullard, *Assistant.*
Eliza J. Dyer, *Assistant.*
L. Ella Bacon, *Assistant.*
Mary L. H. Gerry, *Assistant.*
Caroline R. Dawes, *Teacher of Sewing.*

PRIMARY SCHOOLS.

Genesee Street.

Susan H. Chaffee,
Harriet M. Bolman,
Annie T. Corliss.

Way Street.

Mary E. Sawyer,
Charlotte L. Young,
Adelaide S. Granger.

BRIMMER SCHOOL DISTRICT.

COMMITTEE.

J. Coffin Jones Brown, *Chairman.*
Charles J. Prescott, *Secretary.*
Charles Hutchins,
Henry P. Shattuck,
Charles C. Shackford,
William Woods,
Eben R. Frost,
James Conboye,
Hugh J. Toland,
Solon Thornton,
Joseph Willard.

BRIMMER SCHOOL.

Common Street.

Joshua Bates, *Master.*
E. Bently Young, *Sub-master.*
T. H. Wason, *Usher.*
Rebecca L. Duncan, *Master's Head Assistant.*
Abba D. Hawks, *Head Assistant.*

ASSISTANTS.

Kate C. Martin,
Mercie T. Snow,
Luthera W. Bird,
Amanda Snow,
Annie P. James,
Carolie J. Spaulding,
Mercie A. Davie,
Sarah P. March,
Helen L. Bodge,
Ada F. Gifford,
Anna M. Chambers.

PRIMARY SCHOOLS.

Fayette Street.

Francis B. Dewey.	*Sub-Committee*,	Mr. Woods.
Emma F. Burrill.	"	Mr. Willard.
Deborah K. Burgess.	"	Mr. Shackford.
Eliza F. Moriarty.	"	Mr. Toland.
Malvina R, Brigham.	"	Mr. Thornton.

Tennyson Street.

Rebecca J. Weston.	*Sub-Committee*,	Mr. Hutchins.
Annie E. English.	"	Mr. Willard.

Lucy H. Symonds.	*Sub-Committee*,	Mr. Woods.
Sarah Farley.	"	Mr. Frost.
H. E. Boothby.	"	Mr. Prescott.
R. S. Bowles.	"	Mr. Conboye,
Eliza E. Foster.	"	Mr. Shattuck.

CHAPMAN SCHOOL DISTRICT.

COMMITTEE.

R. M. Ingalls, *Chairman.*
Albert Huse, *Secretary.*
Warren H. Cudworth,
Henry S. Washburn,
Seth C. Ames,
John Noble,
John S. Frazer.

CHAPMAN SCHOOL.

Eutaw Street, East Boston.

George R. Marble, *Master.*
Orlendo W. Dimick, *Sub-Master.*
Mary E. Allen, *Master's Head Assistant.*
Maria D. Kimball, *Head Assistant.*
Philura Wright, *Head Assistant.*
Sarah F. Tenney, *Head Assistant.*

ASSISTANTS.

Sarah T. Synett,
Sarah A. Henshaw,
Jane F. Reid,
Adeline A. Spencer,
Abby A. Cook.

Monmouth Street.

Mary E. Buffum, *Assistant.*

PRIMARY SCHOOLS.

Lexington Street.

Harriet C. Bates,
Mary C. Hall,
Marietta Duncan.

Sub-Committee, Mr. Huse.

Porter Street.

Abby D. Beal,
Sarah A. Pratt,
Caroline S. Litchfield,
M. Jane Peaslee,
Ellen T. Higgins,
L. E. White.

Sub-Committee, Messrs. Ingalls and Frazer.

Monmouth Street.

Hannah F. Crafts.

Sub-Committee, Mr. Huse.

COMINS SCHOOL DISTRICT.

COMMITTEE.

Geo. M. Hobbs, *Chairman.*
C. K. Dillaway, *Secretary.*
Horatio G. Morse,
John Kneeland,
James Morse,
Daniel G. Clark,
James Waldock,
George F. Emery,
Treffle Garceau.

COMINS SCHOOL.

Tremont Street, cor. of Gore Avenue.

Daniel W. Jones, *Master.*
Alfred Bunker, *Sub-Master.*
Annie H. Shurtleff, *Master's Head Assistant.*
Dora O. Waitt, *Head Assistant.*
Almira W. Chamberlin, *Head Assistant.*
Eliza C. Fisher, *Head Assistant.*
Florence E. Tilton, *Head Assistant.*

ASSISTANTS.

Martha A Cummings,
Julia A. C. Gray,
Adelina May,
E. Josephine Page,
Emily Swain,
Emma E. Towle,
Delia M. Upham,
Charlotte P. Williams,
Delia Mansfield, *Sewing Teacher.*

PRIMARY SCHOOLS.

Heath Street.

Jane B. Lawrence, Emma S. Marston.

Sub-Committee, Mr. Dillaway.

Francis Street.

Anna M. Campbell. *Sub-Committee*, Mr. Waldock.

Phillips Street.

Anna E. Clark.	*Sub-Committee*,	Mr. Waldock.
Lydia E. Davis.	"	Mr. Emery.
Sarah E. Haskins.	"	Mr. Kneeland.
Caroline L. Bicknell.	"	Mr. Kneeland.
Amelia F. Boston.	"	H. G. Morse.
Kate M. Murphy.	"	H. G. Morse.
M. Louisa Cummings.	"	Mr. Garceau.
Sarah B. Bancroft.	"	Mr. Garceau.

Cottage Place.

Emma L. Colligan.	*Sub-Committee*,	Mr. Clark.
Josephine Maxfield.	"	Mr. Clark.
Adaline Beal.	"	Mr. James Morse.
Elizabeth F. Johnson.	"	Mr. Emery.

DEARBORN SCHOOL DISTRICT.

COMMITTEE.

James Morse, *Chairman*.
William S. Pelletier, *Secretary*.
Moody Merrill,
John O. Means,
Ira Allen,
Horatio G. Morse,
Joseph A. Tucker,
George W. Adams,
Treffle Garceau.

DEARBORN SCHOOL.

Dearborn Place.

William H. Long, *Master.* L. Anna Dudley, *Master's Ass'st.*
Harlan P. Gage, *Sub-Master.* Harriet E. Burrill, *Head Ass'st.*
Philena W. Rounseville, *Head Assistant.*

ASSISTANTS.

Cynthia G. Melvin,
Sarah S. Adams, 63 Eustis St.,
Sarah H. Hosmer,
Frances L. Bredeen,
Anne M. Backup, Dearborn,
Elizabeth M. Wood,
Louise D. Gage,
Phebe H. Simpson,
Elizabeth R. Wallis,
Catharine G. Hosmer, *Sewing Teacher.*

PRIMARY SCHOOLS.

George Street.

Mary M. Sherwin, Mary C. Smith.
Sub-Committee, H. G. Morse.

Clara L. Hewes, Emily M. Pevear.
Sub-Committee, John O. Means.

Flora J. Cutter, Clara F. Conant.
Sub-Committee, Treffle Garceau.

Yeoman Street.

Anna M. Balch, Susan F. Rowe.
Sub-Committee, Ira Allen.

Ellen M. Oliver, Mary E. Nason.
Sub-Committee, Geo. W. Adams.

Ada L. McKean, Mary Lincoln.
Sub-Committee, Mr. Merrill.

Eustis Street.

Mary F. Neale, Emma C. Wales.

Sub-Committee, James Morse.

Clarabel E. Chapman, Kate M. Wallace.

Sub-Committee, William S. Pelletier.

DWIGHT SCHOOL DISTRICT.

COMMITTEE.

William H. Learnard, jr., *Chairman.*
Stephen G. Deblois, *Secretary.*
Robert C. Waterston,
William B. Merrill,
Charles C. Shackford,
George H. Nichols,
Lyman Mason,
William H. Baldwin,
Zachariah Jellison,
John W. Porter,
Abijah Richardson.

DWIGHT SCHOOL.

West Springfield Street.

James A. Page, *Master.*
Silas H. Haskell, *Sub-Master.*
Mary F. Thompson, *Master's Assistant.*
Martha E. Pritchard, *Head Assistant.*

ASSISTANTS.

Mary C. R. Towle,
Laura A. Pendleton,
Mary E. Trow,
Elizabeth J. Kelley,
Caroline E. Jones,
Amelia M. Hinckley,
Margaret P. Kelley,
Anna S. Colburn.

PRIMARY SCHOOLS.

Rutland Street.

Augusta A. Davis.	*Sub-Committee*,	Mr. Waterston.
Martha B. Lucas.	"	Mr. Richardson.
Sarah E. Crocker.	"	Mr. Deblois.
Henrietta Draper.	"	Mr. Nichols.
Clara B. Gould.	"	Mr. Baldwin.
Jane P. Titcomb.	"	Mr Shackford.

ELIOT SCHOOL DISTRICT.

COMMITTEE.

George D. Ricker, *Chairman.*
William J. Porter, *Secretary.*
George F. Haskins,
John F. Flynn,
James M. Badger,
John W. Fraser,
Lucius Slade,
James A. McDonough,
Frank B. Clock.

ELIOT SCHOOL.

North Bennet Street.

Samuel W. Mason, *Master.*
Walter H. Newell, *Sub-Master.*
Granville S. Webster, *Usher.*
Frances M. Bodge, *Master's Assistant.*
Adolin M. Steele, *Head Assistant.*

ASSISTANTS.

Elizabeth M. Turner,
O. Augusta Welch,
Kate L. Dodge,
Mary Heaton,
Georgiana D. Russell,
Clara Winning,
Clara A. Newell,
Emily F. Marshall,
Lydia K. Potter,
Hannah M. Seavey.

PRIMARY SCHOOLS.

Snelling Place.

Harriet S. Boody.	*Sub-Committee,*	Mr. Ricker.
Mary A. J. Robinson.	"	Mr. Porter.
Cleone G. Tewksbury.	"	Mr. Badger.
Harriet E. Lampee.	"	Mr. McDonough.
Sophia Shepard.	"	Mr. Flynn.
Sarah A. Winsor.	"	Mr. Flynn.

Charter Street.

Josephine O. Paine.	*Sub-Committee,*	Mr. Fraser.
J. Ida Munroe.	"	Mr. Badger.
Juliette Davis.	"	Mr. Fraser.
Sarah Ripley.	"	Mr. Slade.
Julia A. Cutts.	"	Mr. Ricker.
Eliza Brintnall.	"	Mr. Clock.

North Bennet Street.

Ann A. Coleman.	*Sub-Committee*,	Mr. Porter.
Mary E. Barrett.	"	Mr. Haskins.
Kate S. Sawyer.	"	———
Adelaide E. Badger,	"	Mr. Ricker.

EVERETT SCHOOL DISTRICT.

COMMITTEE.

Robert C. Waterston, *Chairman.*
Stephen G. Deblois, *Secretary.*
Wm. H. Learnard, jr.
Wm. B. Merrill,
George H. Nichols,
Lyman Mason,
Sam'l G. Bowdlear,
Wm. T. Brigham,
Wm. H. Baldwin,
Chas. C. Shackford.

EVERETT SCHOOL.

West Northampton Street.

George B. Hyde, *Master*,
Margaret E. Johnson, *Master's Assistant*,
S. Flora Chandler, *Head Ass'st.*
Janet M. Bullard, *Head Assistant.*
Anna C. Ellis, *Head Assistant.*

ASSISTANTS.

Maria S. Whitney,
Susan S. Foster,
Mary A. Gavett,
Abby C. Haslet,
Eva M. Keller,
Louise M. Alline,
Clara Nelson,
E. L. P. Shannon,
Sarah W. Pollard,
Martha A. Sargent, *Sewing Tchr.*

PRIMARY SCHOOLS.

West Concord Street.

Eliza C. Gould.	*Sub-Committee*,	Mr. Nichols.
Mary H. Downe.	"	Mr. Mason.
Mary A. Crocker.	"	Mr. Merrill.

Anna R. Frost.	*Sub-Committee*,	Mr. Baldwin.
Caroline S. Lamb.	"	Mr. Learnard.
Lydia A. Sawyer.	"	Mr. Brigham.
Mary J. O'Connor.	"	Mr. Waterston.
Hannah M. Coolidge.	"	Mr. Shackford.
Emma Halstrick.	"	Mr. Deblois.
Lydia F. Blanchard.	"	Mr. Bowdlear.

FRANKLIN SCHOOL DISTRICT.

COMMITTEE.

Samuel G. Bowdlear, *Chairman.*
Wm. T. Brigham, *Secretary.*
Wm. H. Learnard, jr.
Charles Hutchins,
Charles L. Flint,
Francis D. Stedman,
Zachariah Jellison,
George H. Nichols,
Stephen G. Deblois,
Wm. H. Baldwin,
John H. McKendry,
Abijah Richardson.

FRANKLIN SCHOOL.

Ringgold Street.

Granville B. Putnam, *Master.*
Jane S. Tower, *Master's Ass'st.*
Sarah P. Mitchell, *Head Ass'st.*
Sarah A. Gale, *Head Assistant.*
Catharine T. Simonds, *Mead Assistant.*

ASSISTANTS.

Mary L. Masters,
Elizabeth J. Brown,
Martha J. Burge,
Isabella M. Harmon,
Elizabeth S. Maynard,
Sarah D. Hamblin,
P. Catherine Bradford,
Caroline A. Mason,
Mary A. Mitchell,
Annie E. Parker,
Elizabeth D. Cutter, *Sewing Teacher.*

PRIMARY SCHOOLS.

Groton Street.

Helen M. Faxon.	*Sub-Committee*,	Mr. Hutchins.
Georgiana E. Abbott.	"	Mr. McKendry.
Frances J. Crocker.	"	Mr. Deblois.
Eliza F. Blair.	"	Mr. Jellison.
Lucy A. Cate.	"	Mr. Baldwin.
Caroline A. Miller.	"	Mr. Learnard.

HANCOCK SCHOOL DISTRICT.

COMMITTEE.

Lucius Slade, *Chairman.*
John F. Flynn, *Secretary.*
George D. Ricker,
George F. Haskins,
James M. Badger,
Henry Burroughs,
James A. McDonough,
John H. Woodbury,
John W. Frazer,
Wm. J. Porter.

HANCOCK SCHOOL.

Parmenter Street (late Richmond).

James W. Webster, *Master.*
Ellen C. Sawtelle, *Master's Head Assistant.*
Emily F. Fessenden, *Head Assistant.*
Ellen A. Hunt, *Head Assistant.*
Martha F. Winning, *Head Assistant.*
Marie L. Macomber, *Head Assistant.*

ASSISTANTS.

Emilie A. Siesbüttel,
Amy E. Bradford,
Helen M. Hitchings,
Josephine M. Robertson,
Helen H. Cheney,
Mary E. Skniner,
Mary A. Ross,
Sophia L. Sherman,
Annie N. Jacobs,
Achsah Barnes,
Olive M. E. Rowe,
Annie E. Caldwell,
Mary H. Cheney, *Sewing Teacher.*

PRIMARY SCHOOLS.

Parmenter Street, New Building.

Maria A. Gibbs.	*Sub-Committee*,	Mr. Haskins.
Sarah F. Ellis.	"	Mr. Hall.
Sarah E. Ward.	"	Mr. Burroughs.
Adeline S. Bodge.	"	Mr. McDonough.
Emma A. Tewksbury.	"	Mr. Fraser.
Augusta H. Barrett.	"	Mr. Badger.
Harriet B. Vose.	"	Mr. Slade.
Rosanna B. Raycroft.	"	Mr. Fraser.
Mary J. Clark.	"	Mr. Woodbury.
Grace M. Harkins.	"	Mr. Porter.
Marcella C. Halliday.	"	Mr. Haskins.

Cooper Street.

Lucy A. Pike.	*Sub-Committee*,	Mr. Flynn.
Teresa M. Gargan.	"	Mr. McDonough.

Thacher Street.

Sarah L. Shepherd.	*Sub-Committee*,	Mr. Badger.
Sarah J. Copp.	"	Mr. Flynn.
Lucy C. Flynn.	"	Mr. Ricker.

Sheafe Street.

Josephine B. Silver.	*Sub-Committee*,	Mr. Porter.
Martha F. Boody.	"	Mr. Hall.
Esther W. Mansfield.	"	Mr. Ricker.

LAWRENCE SCHOOL DISTRICT.

COMMITTEE.

Warren P. Adams, *Chairman.*
P. J. Whelton, *Secretary.*
Wm. A. Blenkinsop,
Liberty D. Packard,
John S. H. Fogg,
J. J. Lewis,
S. F. Bachelder,
James Conboye,
Hugh J. Toland,
Arthur H. Wilson,
James J. Fennelly.

LAWRENCE SCHOOL.

B Street, corner of Third Street.

Larkin Dunton, *Master.*
Amos M. Leonard, *Sub-Master.*
Clarence C. Buck, *Usher.*
Alice Cooper, *Master's Assistant.*
Mary J. Fennelly, *Head Assistant.*

ASSISTANTS.

Martha S. Damon,
Emma P. Hall,
Margaret Holmes,
M. Rosalia Merrill,
Margaret A. Gleason,
Margaret A. Boody,
Catharine A. Dwyer,
Catharine M. Lynch,
Mary E. Stubbs,
Mary W. Bragdon,
Filena Hurlburt,
M. Louise Gillette.

PRIMARY SCHOOLS.

Broadway.

Mary A. Montague.	*Sub-Committee*,	Mr. Adams.
Lucy M. Cragin.	"	Mr. Blenkinsop.
Anna M. Elwell.	"	Mr. Fogg.
Ada A. Bredeen.	"	Mr. Packard.
Eliza R. Davis.	"	Mr. Lewis.
Eliza L. Rand.	"	Mr. Batchelder.
Alice W. Baker.	"	Mr. Toland.
Ann E. Newell,	"	Mr. Whelton.
Ophelia S. Newell.	"	Mr. Whelton.
Sarah M. Brown.	"	Mr. Wilson.

Broadway, corner of B Street.

Margaret E. Witherell. *Sub-Committee*, Mr. Conboye.

LEWIS SCHOOL DISTRICT.

Geo. H. Monroe, *Chairman.*
John Kneeland, *Secretary.*
P. O'Meara Edson,
Moody Merrill,
George M. Hobbs,
George F. Emery,
Joseph A. Tucker,
Joseph H. Streeter,
Charles K. Dillaway,
William W. Swan.

LEWIS SCHOOL.

Corner of Dale and Sherman Streets.

W. L. P. Boardman, *Master.*
——— ———, *Sub-Master.*
Sarah E. Fisher, *Master's Head Assistant.*
Eunice C. Atwood, *Head Assistant.*
Elizabeth S. Morse, *Head Assistant.*

ASSISTANTS.

Emily B. Eliot,
Henrietta M. Young,
Maria L. Miller,
Louisa J. Hovey,
Julia F. Long,
Martha C. Gerry,
Malvina L. Sears, *Sewing Teh'r.*

PRIMARY SCHOOLS.

Thornton Street.

Emma A. Bell.	*Sub-Committee*, Mr. Hobbs.
Alice C. Pierce.	" Mr. Hobbs.

Winthrop Street.

Frances N. Brooks.	*Sub-Committee*, Mr. Merrill.
Eliza J. Goss.	" Mr. Merrill.
Helen Crombie.	" Mr. Edson.

Monroe Street.

A. B. Russell.	*Sub-Committee*, Mr. Kneeland.
Maria L. Burrell.	" Mr. Kneeland.

Mount Pleasant Avenue.

Annie E Boynton.	*Sub-Committee*, Mr. Tucker.
Fannie H. C. Bradley.	" Mr. Tucker.

LINCOLN SCHOOL DISTRICT.

COMMITTEE.

Francis H. Underwood, *Chairman.*
J. J. Lewis, *Secretary.*
John S. H. Fogg.
Warren P. Adams.
Liberty D. Packard.
Charles F. Bachelder.
Arthur H. Wilson.

LINCOLN SCHOOL.

Broadway, near K Street.

C. Goodwin Clark, *Master.*
Alonzo G. Ham, *Sub-Master.*
Clara S. Nye, *Master'sH ead Assistant.*
Ellen L. Pendleton, *Head Assistant.*
Mary E. Balch, *Head Assistant.*
Margaret J. Stewart, *Head Ass't.*

ASSISTANTS.

Harriet E. Marcy.
Myra S. Butterfield.
Vodiza J. Comey.
Abbie M. Holder.
Emogene F. Willett.
Martha B. Dinsmore.
Susan Carty.
Ellen R. Wyman.
Abby M. Cochrane.
Margaret Reid, *Teacher of Sewing.*

PRIMARY SCHOOLS.

City Point, Fourth Street, near L.

Laura J. Gerry,
Elizabeth M. Easton,
Emma L. B. Hintz,
Mary A. Crosby,
Josephine F. Krogman,
Matilda E. Stevens.

Sub-Committee, Messrs. Underwood, Lewis and Fogg.

Sixth Street.

Elizabeth Pope,
Mary H. Faxon.

Sub-Committee, Messrs. Lewis, Packard, and Underwood.

LYMAN SCHOOL DISTRICT.

COMMITTEE.

Henry S. Washburn, *Chairman.* John Noble,
Richard M. Ingalls, *Secretary.* George D. Ricker.
Albert Huse, Seth C. Ames.
Warren H. Cudworth,

LYMAN SCHOOL.

Corner of Paris and Decatur Streets.

Hosea H. Lincoln, *Master.* Eliza F. Russell, *Head Assistant.*
George K. Daniell, *Sub-Master.* Mary A. Turner, *Head Assistant.*
Cordelia Lothrop, *Master's Asst.*

ASSISTANTS.

Amelia H. Pitman, Susan J. Adams,
Lucy J. Lothrop, Emma P. Morey,
Mary P. E. Tewksbury, Clara M. Hovey,
Harriet N. Webster, Frances C. Close, *Sewing Teacher*,

PRIMARY SCHOOLS.

Paris Street.

Susan H. M. Swan, Abby M. Allen,
Harriet N. Tyler, Anna I. Duncan,
Angeline M. Cudworth, Elizabeth A. Turner.

Sub-Committee, Messrs. Washburn and Ricker.

Webster Street.

Mary E Morse. *Sub-Committee*, Mr. Washburn.

MAYHEW SCHOOL DISTRICT.

Committee.

William A. Rust, *Chairman.* John F. Flynn,
Horatio N. Holbrook, *Secretary.* Adino B. Hall,
John A. Lamson, Frank B. Clock,
Lucius Slade, Wm. J. Porter.

MAYHEW SCHOOL.

Hawkins Street.

Samuel Swan, *Master.*
Quincy E. Dickerman, *Sub-Master.*
George W. M. Hall, *Usher.*
Emily A. Moulton, *Head Assistant.*

ASSISTANTS.

Luciette A. Wentworth,
Adeline F. Cutter,
Sarah W. I. Copeland,
Alicia O. Quimby,
Elizabeth L. West,
Alice A. Tufts,
Helen M. Coolidge,
Ruth E. Rowe,
Elizabeth S. Parker.

PRIMARY SCHOOLS.

Grant place, Chardon Street.

Emeline C. Farley,	*Sub-Committee,*	Mr. Lamson.
Ann M. F. Sprague.	"	Mr. Slade.
Adelaide C. Williams.	"	Mr. Clock.
Abby W. Spiller.	"	Mr. Porter.
A. T. Wier.	"	Mr. Lamson.

Cooper Street.

Harriet A. Farrow.	*Sub-Committee,*	Mr. Holbrook.
Harriet S. Lothrop.	"	Mr. Hall.

NORCROSS SCHOOL DISTRICT.

COMMITTEE.

Arthur H. Wilson, *Chairman.*
Richard J. Fennelly, *Secretary.*
Wm. A. Blenkinsop.
J. S. H. Fogg.
J. J. Lewis.
S. F. Bachelder.
Warren P. Adams.
F. H. Underwood.
Hugh J. Toland.

NORCROSS SCHOOL.

Corner of D and Fifth Streets.

Josiah A. Stearns, *Master.*
Martha A. Thompson, *Master's Head Assistant.*
Jane P. Thompson, *Head Ass't.*
Mehitable M. Nelson, *Head Assistant.*

ASSISTANTS.

Fiducia S. Wells.
Sarah A. Gallagher.
Amanda Marble.
Sarah B. Abbott.
Miranda A. Bolkcom.
Mary Kyle.
Harriet E. Johnston.
Juliette Smith.
Juliette Wyman.
Annie M. Prescott.
Sarah J. Bliss, *Teacher of Sewing.*

PRIMARY SCHOOLS.

PARKMAN SCHOOL.

Silver Street, near Dorchester Avenue.

Amelia McKenzie, 114 B street. Cl. I.
Harriet L. Rayne, 301 Fourth street. Cl. II. and III.
Charlotte L. Jefferds, 159 Dorchester street. Cl. 2 and 2.
Isabel M. Kelren, 438 Fourth street, Cl. IV.
Mary F. Peeler, 140 Third street. Cl. V. and VI.
——, ——. Cl. VI.
Sub-Committee, Messrs. Underwood, Adams, Wilson, Blenkinsop and Lewis.

DRAKE SCHOOL.

Corner of C and Third Streets.

Laura A. Reed,
Mary K. Davis,
Garafelia M. Morse,
Abby C. Nickerson,
Lucinda Smith,
Sarah V. Cunningham.
Sub-Committee, Messrs. Wilson, Fogg, Bachelder, Toland and Fennelly.

PHILLIPS SCHOOL DISTRICT.

COMMITTEE.

Loring Lothrop, *Chairman.*
James Reed, *Secretary.*
William A. Rust,
J. Baxter Upham,
S. K. Lothrop,
John F. Jarvis,
Horatio N. Holbrook,
Hall Curtis,
John H. Woodbury,
Joseph Willard,
William O. Johnson.

PHILLIPS SCHOOL.

Phillips Street.

James Hovey, *Master.*
Elias H. Marston, *Sub-Master.*
W. Waldemar Spalding, *Usher.*
Annie E. Friend, *Master's Assistant.*
Laura M. Porter, *Head Assistant.*

ASSISTANTS.

Elvira M. Harrington,
Georgiana A. Monroe,
Hannah M. Sutton,
Sarah E. Frye,
Victoria M. Goss,
Esther E. Ball,
Georgiana H. Moore,
Martha F. Whitman.

PRIMARY SCHOOLS.

Phillips Street, No. 1.

Elizabeth W. Nickerson. *Sub-Committee*, Mr. Johnson.

Phillips Street, No. 2.

Sarah A. M. Turner. *Sub-Committee*, Mr. Curtis.

Phillips Street, No. 3.

Caroline A. Morrill. *Sub-Committee*, Mr. Woodbury.

Anderson Street, No. 1.

Eliza A. Corthell. *Sub-Committee*, Mr. Jarvis.

Anderson Street, No. 2.

Barbara C. Farrington. *Sub-Committee*, Mr. Reed.

Joy Street.

Elizabeth N. Smith. *Sub-Committee*, Mr. Willard.

Phillips School-House.

Ella F. Wright. *Sub-Committee*, Mr. Holbrook.

PRESCOTT SCHOOL DISTRICT.

COMMITTEE.

John Noble, *Chairman.*
John H. Woodbury, *Secretary.*
Richard M. Ingalls.
Albert Huse.
Warren H. Cudworth.
Henry S. Washburn.

PRESCOTT SCHOOL.

Prescott Street, East Boston.

James F. Blackinton, *Master.*
Lewis H. Dutton, *Sub-Master.*
Elizabeth R. Drowne, *Master's Assistant.*
Julia A. Sears, *Head Assistant.*
Louise S. Hotchkiss, *Head Assistant.*
Frances H. Turner, *Head Ass't.*

ASSISTANTS.

Bernice A. DeMerritt.
Harriet N. Weed.
Ellenette Pillsbury.
Caroline B. Bigelow.
Mary D. Day.
Annie G. DeSilva.
Lucy E. David.

PRIMARY SCHOOLS.

Prescott School-House.

Hannah S. Manson.
Mary A. Ford.
Emma C. Reed.
Margaret A. Bartlett.

Sub-Committee, Messrs. Noble and Woodbury.

Rice Building, Saratoga Street.

Caroline Ditson.
Almaretta J. Critchett.

—— ——.

Sub-Committee, Mr. Noble.

Bennington Street Chapel.

Lucy E. Ring. Mary E. Plummer,

Sub-Committee, Mr. Ingalls.

QUINCY SCHOOL DISTRICT.

COMMITTEE.

Francis D. Stedman, *Chairman.*
William Woods, *Secretary.*
Henry P. Shattuck.
Henry C. Hunt.
Samuel A. Green.
John P. Reynolds.
John P. Ordway.
John W. Foye.
John M. Maguire.
James Conboye.
Joseph D. Fallon.
Solon Thornton.
Edward B. Rankin.

QUINCY SCHOOL.

Tyler Street.

E. Frank Wood, *Master.*
George W. Neal, *Sub-Master.*
Henry C. Bullard, *Usher.*
Annie M. Lund, *Master's Head Assistant.*
Olive M. Page, *Head Assistant.*

ASSISTANTS.

Emily J. Tucker.
Jane B. Furber.
Louisa F. Monroe.
Josephine M. Hanna.
Mary E. Fogarty.
Ellen J. Frost.
Ellen G. O'Leary.
Charlotte L. Wheelwright.
Emily B. Peck.

PRIMARY SCHOOLS.

East Street.

Harriette A. Bettes.
Emily E. Maynard.
Priscilla Johnson.

Sub-Committee, Mr. Shattuck.
" Mr. Hunt.
" Mr. Reynolds.

Sarah E. Lewis.	*Sub-Committee*,	Mr. Woods.
Catharine R. Greenwood.	"	Mr. Green.
Julia A. O'Hara.	"	Mr. Ordway.
Lavonne E. Walbridge.	"	Mr. Conboye.
Ellen E. Leach.	"	Mr. Maguire.
Susan Frizzell.	"	Mr. Rankin.
Louisa Bowker.	"	Mr. Foye.
Mary L. Richards.	"	Mr. Stedman.
Julia A. Valentine.	"	Mr. Fallon.

RICE SCHOOL DISTRICT.

Charles L. Flint, *Chairman.*
William B. Merrill, *Secretary.*
Zachariah Jellison,
J. Coffin Jones Brown,
Henry C. Hunt,
Charles Hutchins,
Samuel G. Bowdlear,
Lyman Mason,
Wm. T. Brigham,
Wm. H. Baldwin,
William Pope.

RICE SCHOOL.

Cor. Dartmouth and Appleton Streets.

Lucius A. Wheelock, *Master.*
Edward Southworth, *Sub-Master.*
Charles F. Kimball, *Usher.*
Florence Gray, *Master's Head Assistant.*
E. Maria Simonds, *Head Assistant.*

ASSISTANTS.

Harriet D. Hinckley,
Florence Marshall,
Clara M. Simonds,
Ella T. Gould,
Hannah E. Bradley,
Henrietta Jenkins,
Harriet W. Leatherbee,
Dora Brown,
Mary J. Allison,
Eliza Cox.

PRIMARY SCHOOLS.

Suffolk Street.

Josephine G. Whipple.	*Sub-Committee*,	Mr. Merrill.
Georgiana A. Ballard.	"	Mr. Brigham.
Frances M. Sylvester.	"	Mr. Baldwin.
C. Josephine Bates.	"	Mr. Pope.
Grace Hooper.	"	Mr. Mason.
Jennie E. Haskell.	"	Mr. Bowdlear.

Appleton Street.

Mary Beal.	*Sub-Committee*,	Mr. Jellison.
Annie L. Pierce.	"	Mr. Hunt.
Ella B. Cheney.	"	Mr. Pope.
Martha Sprague.	"	Mr. Hutchins.

SHERWIN SCHOOL DISTRICT.

COMMITTEE.

Ira Allen, *Chairman.*
P. O'Meara Edson, *Secretary.*
Joseph H. Streeter,
John Kneeland,
John O. Means,
Daniel G. Clark,
Stephen G. Deblois,
Joseph A. Tucker,
Treffle Garceau,
Moody Merrill.

SHERWIN SCHOOL.

Windsor Street, fronting Madison Square.

Silas C. Stone, *Master.*
Charles W. Hill, *Sub-Master.*
Julia F. Long, *Master's Head Assistant.*
L. Maria Wheeler, *Head Assistant.*
Lucy L. Burgess, *Head Assistant.*

ASSISTANTS.

Elizabeth B. Walton,
Frances McDonald,
Sarah R. Bonney,
Isadora Bonney,
Caroline K. Nickerson,
Clara H. Balch,
Maria Henshaw,
E. Elizabeth Boies,
Harriet A. Lewis.

PRIMARY SCHOOLS.

Weston Street.

Anna G. Fillebrown.	*Sub-Committee*,	Mr. Kneeland.
Annie E. McDonald.	"	Mr. Clark.
Martha E. Page.	"	Mr. Clark.

Franklin Place.

Emma A. Parker.	*Sub-Committee*,	Mr. Allen,
Sarah J. Davis.	"	Mr. Allen.
Elizabeth F. Todd.	"	Mr. Edson.
Clara C. Walker.	"	Mr. Edson.

Avon Place.

Adeline L. Reed.	*Sub-Committee*,	Mr. Tucker.
Abby E. Ford.	"	Mr. Tucker.

Day's Chapel.

Emily L. Marston.	*Sub-Committee*,	Mr. Garceau.

Mill Dam.

Ellen Maria Calkins.	*Sub-Committee*,	Mr. Garceau.
Mary E. Gardner.	"	Mr. Kneeland.

SHURTLEFF SCHOOL DISTRICT.

COMMITTEE.

John S. H. Fogg, *Chairman.*
Samuel F. Bachelder, *Secretary.*
Francis H. Underwood,
J. J. Lewis,
Arthur H. Wilson,
Warren P. Adams,
Baylies Sanford,
P. J. Whelton.

SHURTLEFF SCHOOL.

Dorchester Street, near Seventh.

Henry C. Hardon, *Master.*
Anna M. Penniman, *Master's Assistant.*
Ellen E. Morse, *Head Assistant.*
Lavinia B. Pendleton, *Head Assistant.*
Emeline T. Tolman, *Head Ass't.*

ASSISTANTS.

Martha E. Morse,
Abby S. Hammond,
Roxanna N. Blanchard,
Margaret T. Pease,
Sarah L. Garrett,
Mary E. Frye,
Harriet S. Howes,
Eliza F. Blacker,
Eliza M. Cleary, *Sewing Teacher.*
William Dillaway, *Janitor.*

PRIMARY SCHOOLS.

Washington Village.

Ella C. Handy,
Ella R. Johnson,
Sarah B. Packard.

Sub-Committee, Messrs. Bachelder, Wilson and Adams.

Clara G. Dickson,
Mary E. Morse,
Marion W. Rundlett.

Sub-Committee, Messrs. Underwood, Whelton and Lewis.

Edith A. Pope,
Susan Mulloy,
Sophia C. Dudley.

Sub-Committee, Messrs. Fogg and Sanford.

WASHINGTON AND DUDLEY SCHOOL DISTRICT.

COMMITTEE.

Joseph H. Streeter, *Chairman.*
George W. Adams, *Secretary.*
Ira Allen,
John O. Means,
P. O'Meara Edson,
James Waldock,
Geo. H. Monroe,
Wm. S. Pelletier,
Daniel G. Clark.

WASHINGTON SCHOOL.

2000 *Washington Street.*

Leverett M. Chase, *Master.*
Anna M. Williams, *Master's H'd Assistant.*
Harriet E. Davenport, *Head Assistant.*
Mary E. Johnson, *Head Assistant.*
Lydia H. Bowman, *Assistant.*
Mira W. Pond, *Assistant.*

DUDLEY SCHOOL.

Bartlett Street.

Sarah J. Baker, *Principal.*
Dora A. Pickering, *Principal Assistant.*
Jane S. Leavitt, *Head Assistant.*
Mary C. Whippey, *Assistant.*
Eliza Brown, *Assistant.*
Mary L. Gore, *Assistant.*

PRIMARY SCHOOLS.

Vernon Street.

Anna M. Stone.
Susannah Durand.
Abby S. Oliver.
Sub-Committee, Mr. Pelletier.
" Mr. Means.
Anna T. Bicknell.
Sub-Committee, Mr. Streeter.

2030 *Washington Street.*

H. Amelia Philbrick.
Sub-Committee, Mr. Waldock.

Putnam Street.

Henrietta M. Wood,
Mary A. Morse.
Sub-Committee, Mr. Edson.

WELLS SCHOOL DISTRICT.

COMMITTEE.

John F. Jarvis, *Chairman.*
Horatio N. Holbrook, *Secretary.*
William A. Rust,
Loring Lothrop,
Zachariah Jellison,
John A. Lamson,
Lucius Slade,
James A. McDonough,
William O. Johnson,
Frank B. Clock.
Nath'l B. Shurtleff.

WELLS SCHOOL.

Corner of Blossom and McLean Streets.

Rodney G. Chase, *Master.*
Abby J. Boutwell, *Master's Head Assistant.*
Mary S. Carter, *Head Assistant.*
Delia A. Varney, *Head Assistant.*

ASSISTANTS.

Margaret W. Dunham,
Mary T. Locke,
Maria L. Dowdell,
Mary M. Perry,
Elizabeth P. Winning,
Clara J. Simonds,
Matilda A. Gerry,
Mrs. Frances E. Stevens, *Sewing Teacher.*
James Martin, *Janitor.*

PRIMARY SCHOOLS.

Emerson School, Poplar Street.

Maria W. Turner.	*Sub-Committee,*	Mr. Jellison.
Emma Dexter.	"	Mr. Holbrook.
Anna A. James.	"	Mr. Johnson.
Eliza A. Freeman.	"	Mr. Clock.
Sarah C. Chevaillier.	"	Mr. Lamson.
Lucy M. A. Redding.	"	Mr. McDonough.

Dean School, Wall Street.

Lavinia M. Allen.	*Sub-Committee,*	Mr. Slade.
Mary L. Bailey.	"	Mr. Johnson.
——— ———.	"	——— ———.
Lois M. Rea.	"	Mr. Rust.
Adelaide A. Rea.	"	Mr. Slade.
Isabella Bennett.	"	Mr. Clock.

WINTHROP SCHOOL DISTRICT.

COMMITTEE.

Henry P. Shattuck, *Chairman.*
William Woods, *Secretary.*
Samuel A. Green,
J Coffin Jones Brown,
John P. Reynolds,
Charles C. Shackford,
John P. Ordway,
Francis D. Stedman,
John H. Woodbury,
Eben R. Frost,
Charles J. Prescott,
John M. Maguire,
George F. Bigelow.

WINTHROP SCHOOL.

Tremont Street, between Eliot and Hollis Street.

Robert Swan, *Master.*
Susan A. W. Loring, *Master's Head Assistant*
May Gertrude Ladd, *Head Asst.*
Emma K. Valentine, *Head Assistant.*
Maria L. Barney, *Head Assistant.*
Almira Seymour, *Head Assistant.*

ASSISTANTS.

Ella L. Bird,
Mary F. Light,
Edith Adams,
Mary E. Davis,
Harriet R. G. DeRibas,
Mary J. Danforth,
Emma V. Flagg,
Caroline Nolen,
Caroline F. Welch,
Mary C. Jones,
Mary E. Barstow,
Elizabeth S. Emmons,
Isabella Cumming, *Sewing Teacher.*

PRIMARY SCHOOLS.

Tyler Street.

Rebecca R. Thayer.	*Sub-Committee*,	Mr. Woods.
Mary B. Browne.	"	Mr. Ordway.
Frances Torry.	"	Mr. Bigelow.
Mary A. B. Gore.	"	Mr. Reynolds.
Ella M. Seaverns.	"	Mr. Frost.

Hudson Street.

Caroline S. Crozier.	*Sub-Committee*,	Mr. Green.
Henrietta Madigan.	"	Mr. Maguire.
Emma I. Baker.	"	Mr. Shackford.
Julia A. McIntyre.	"	Mr. Prescott.

SCHOOLS FOR LICENSED MINORS.

North Margin Street.

Sarah A. Brackett.

East Street Place.

Melissa P. Taylor.

SCHOOL FOR DEAF MUTES.

No. 11 *Pemberton Square.*

Sarah Fuller, *Principal.*
Mary F. True, *Assistant.*
Ella L. Barton, *Assistant.*
Annie E. Bond, "

KINDERGARTEN SCHOOL.

Summer Street.

Miss C. B. Thomas, *Principal.*

DORCHESTER DISTRICT.

COMMITTEE.

William T. Adams, *Chairman.*
John W. Porter, *Secretary.*
John H. McKendry,
John Kneland,
J. Coffin Jones Brown,
George H. Monroe,
John W. Foye,
Liberty D. Packard,
Baylies Sanford,
William W. Swan.

EVERETT SCHOOL.

Summer Street.

Roland F. Alger, *Master.*

ASSISTANTS.

Elsie J. Parker,
Margaret F. Tappan,
Emma A. Fitch,
Florence L. Etheridge.

PRIMARY TEACHERS.

Cora L. Etheridge,
Marion W. Brooks.

GIBSON SCHOOL.

School Street.

Wm. E. Endicott, *Master.*

ASSISTANTS.

Mary J. Hower, Ella Whittredge,
Emma L. Howe.

Committee, Messrs. Monroe and Sanford.

PRIMARY TEACHERS.

Mary E. Tolman, Frances Harding.

Committee, Messrs. Withington and Monroe.

ATHERTON SCHOOL.

Columbia Street.

Ella S. Wales, Charlotte E. Baldwin.

Committee, Messrs. Withington and Monroe.

HARRIS SCHOOL.

Adams Street.

Edwin T. Horne, *Master.* Ann Tolman, *Master's Assistant.*

ASSISTANTS.

Mary E. Noyes, Elizabeth P. Boynton.
Sarah E. Hearsey,

PRIMARY TEACHERS.

Anne M. Gilbert, Marian B. Sherburn,
—— ——,

Committee, Messrs. Pope and Foye.

STOUGHTON INTERMEDIATE.

Codman Street.

Mary J. Pope.

Committee, Messrs. Pope and Foye.

MATHER SCHOOL.

Meeting House Hill.

Daniel B. Hubbard, *Master.* Lucy J. Dunnels,
Sarah W. Symmes, *Master's Assistant.* Annie L. Jenkins,
S. Kate Shepard.

PRIMARY TEACHERS.

Ella L. Howe, Mary P. Pronk.
M. Esther Drake,

Committee, Messrs, Adams and Kneeland.

MINOT SCHOOL.

Walnut Street.

Jos. T. Ward, Jr., *Master.* Dora Puffer,
Isabel F. P. Emery, *Master's Assistant.* Ann E. Collins.

PRIMARY TEACHERS.

Jane M. Seaverns, Jane S. Burchsted.
Frances E. Hildreth,

Committee, Messrs. Porter and Brown.

STOUGHTON SCHOOL.

River Street, Lower Mills.

Edward M. Lancaster, *Master.* Emma A. Melville,
S. Louise Pope, *Assistant.* Elizabeth H. Page.
Isabelle A. Worsley,

PRIMARY TEACHERS.

Elizabeth J. Stetson, Hannah E. Pratt.
R. Ellerine Robie,

Committee, Messrs. McKendry and Porter.

TILESTON SCHOOL.

Norfolk Street (Mattapan).

Henry B. Miner, *Master.* Martha A. Baker, *Assistant.*

PRIMARY TEACHERS.

Catharine E. Cook, Elizabeth S. Fisher.

Committee, Messrs. McKendry and Porter.

HIGH AND GRAMMAR SCHOOL-HOUSES.

NAME.	Location.	No. feet in Lot.	When built.	No. of Rooms.	REMARKS.
Adams	Summer street .	14,100	1856	18 and hall.	
Atherton	Columbia street, Ward 16 . . .	4,727	1868	1	Came under the charge of this dep't Jan. 1, 1870.
Boylston	Washington st. .	15,073	1845	13 " "	Ward Room No. 10 in this building.
Bowdoin	Myrtle street . .	4,892	1848	12	
Bowditch . . .	South street . .	12,006	1862	14 " "	
Bigelow	Fourth street . .	12,660	1850	14 " "	
Brimmer	Common street .	11,097	1843	14 " "	
Chapman	Eutaw street . .	13,040	1850	10 " "	
Comins	Tremont street .	23,780	1856	13 " "	Remodelled, 1869.
Comins Branch .	Smith street . .	6,952	1849	2	
Comins Branch .	Francis street .	12,075	1853	2	Rebuilt, 1861.
Codman street .	Ward 16	43,560	1861	2	Came under the charge of this dep't Jan. 1, 1870.
Dwight	Springfield st. .	19,125	1857	14 and hall.	
Dudley	Bartlett street .	7,950	1846	6	Rebuilt, 1865.
Dearborn	Dearborn court.	38,636	1852	14 and hall.	Rebuilt, 1870.
Eliot	N. Bennet street	11,077	1838	14 " "	Rebuilt, 1860.
Everett	Sumner street, Ward 16 . . .	29,300	1855	7	Came under the charge of this dep't Jan. 1, 1870.
Everett	Camden street .	32,409	1860	14 " "	
Franklin	Ringgold street.	16,439	1859	14 " "	
Gibson	School st., Ward 16	44,800	1857	5	Came under the charge of this dep't Jan. 1, 1870.
High and Latin .	Bedford street .	12,980	1844	16 " "	Additional story added, 1863.
Hancock	Richmond street	28,197	1847	14 " "	
Hancock Branch	" "	. . . .	1867	12 " 2 "	Six rooms and one hall occupied by Pri. Schs.
High	Kenilworth st. .	6,667	1861	4	Boston Highlands.
High	Dorch'r avenue, Ward 16 . . .	59,340	1870	6 and hall.	Came under the charge of this dep't Jan. 1, 1870.
Harris	Adams street, Ward 16 . . .	37,150	1861	8 " "	Came under the charge of this dep't Jan. 1, 1870.
High Branch . .	Mason street . .	12,771	1848	14	Formerly the Normal school-house.
Lawrence	B and Third sts.	14,343	1856	14 " "	
Lincoln	Broadway . . .	17,560	1859	14 " "	
Lyman	Paris street . .	26,200	1870	14 " "	
Lewis	Sherman street .	27,830	1868	12 " "	
Mayhew	Hawkins street .	9,625	1847	10 " "	
Mather	Meeting House Hill	. . . .	1856	7	Came under the charge of this dep't Jan. 1, 1870.

HIGH AND GRAMMAR SCHOOL-HOUSES — *Concluded.*

NAME.	Location.	No. feet in Lot.	When built.	No. of Rooms.	REMARKS.
Minot	Walnut street, Ward 16 . . .	16,790	1856	7	Came under the charge of this dep't Jan. 1, 1870.
Normal	Newton street .	30,520	1870	. . . . .	
Norcross	D street	12,075	1868	12 and hall.	
Old Lyman . . .	Meridian street .	13,616	1846	. . . . .	Br'ch Library and Ward-room 1, in this building.
Old High	Dorchester ave., Ward 16 . . .	34,460	. . .	4	Unoccupied.
Phillips	Anderson street.	11,190	1862	14 and hall.	
Prescott	Prescott street .	39,952	1865	16 " "	
Quincy	Tyler street . .	11,766	1847	14 " "	Burnt, 1869. Rebuilt, 1860.
Rice	Dartmouth st. .	27,125	1869	14 " "	
Shurtleff	Dorchester st. .	41,000	1869	14 " "	
Sherwin	Madison square .	31,040	1870	16 " "	
Stoughton . . .	River st., Wd. 16	29,725	1856	5	Came under the charge of this dep't Jan. 1, 1870.
Tileston	Norfolk street, Ward 16 . . .	83,640	1868	8 and hall.	do. do. do.
Winthrop	Tremont street .	15,070	1855	14 " "	
Wells	Blossom street .	17,657	1868	12 " "	Ward-Room, Ward 3, in this building.
Washington . .	Washington . .	14,390	1840	7	Enlarged, 1847.

In addition to the foregoing, the following rooms are occupied by Grammar Schools, and are hired at an annual rental of $3,600.

No. of Rooms.	Location.	REMARKS.
Two	Jenkins Hall, Broadway	Branch of Lawrence School.
Two	Sargent's Block	" Dudley "
One	" "	" Washington "
One	Post-office Building	" Dudley "
One	Bacon's Block	" Dearborn "
Three	Pemberton square	School for Deaf Mutes.

PRIMARY SCHOOL-HOUSES.

NAME.	Location.	No. feet in Lot.	When built.	No. of Rooms.	REMARKS,
Avon place . . .	Highlands . . .	10,057	1851	2	
Andrews	Genesee street .	5,393	1848	3	
Austin	Paris street . . .	5,360	1849	6	
Appleton street .	. . . . .	18,454	1870	10	
Baldwin	Grant place . .	6,139	1864	6	
Cheever	Thacher street .	2,003	1846	3	
Cottage place . .	Highlands . . .	13,500	1859	4	
Channing	Cove street . . .	7,140	1866	9	
Cook	Groton street . .	4,922	1852	6	
Dawes	High-st. place .	6,368	1860	6	
Dwight	Rutland street .	7,850	1851	6	
Dean	Wall street . . .	3,649	1853	6	
Drake	C street	10,260	1869	6	
East-st. place . .	East-street place.	2,706	1849	4	
Emerson	Poplar street . .	5,924	1861	6	
Eustis street . .	Boston Highl'ds.	13,543	1848	4	Enlarged, 1858.
Freeman	Charter street .	5,247	1868	6	
Franklin place .	Highlands . . .	8,098	1865	4	
Guild	East street . . .	7,250	1866	12	
George street . .	Highlands . . .	18,894	1861	6	
Grant	Phillips street .	3,744	1852	4	
Hawes	Broadway . . .	14,972	1823	8	
Heath street . .	Highlands . . .	10,557	1857	2	

PRIMARY SCHOOL-HOUSES. — *Concluded.*

NAME.	Location.	No. feet in Lot.	When Built.	No. of Rooms.	REMARKS.
Ingraham	Sheafe street . .	2,198	1848	3	
May	Fayette street .	5,242	1870	6	
Munroe street . .	Highlands . . .	11,910	1854	2	Rebuilt, 1857.
Milldam	" . . .	. . . .	1849	2	On land not owned by the city
Mather	Broadway . . .	10,160	1842	10	
Mt. Pleasant av. .	Highlands . . .	9,510	1847	2	
N. Margin street.	N. Margin street.	1,661	1837	2	
Oliver	Sumner street .	2,263	1843	2	
Pierpont	Hudson street .	4,216	1850	4	
Phillips street . .	Highlands . . .	20,595	1867	8	
Pormort	Snelling place .	4,373	1855	6	
Parkman	Silver street . .	5,306	1848	6	
Rice	Concord street .	10,756	1845	12	Ward-room, Ward 11, in this building.
Smith	Joy street . . .	1,938	1834	2	
Simonds	Broadway . . .	. . . .	1840	3	On Hawes School-house Lot.
Shurtleff	Tyler street . .	3,900	1855	6	
Sharp	Anderson street.	5,611	. . .	6	Ward-room, Ward 6, in this building.
Somerset street .		5,488	. . .	8	Formerly the Normal Training School.
Savage	Harrison avenue.	5,537	1862	5	Ward-room 5 in this building
Starr King . . .	Tennyson street.	10,318	1870	10, and hall.	
Ticknor	Washington Vil.	11,486	1865	12	
Tappan	Lexington street	4,025	1846	3	
Tuckerman . . .	City Point . . .	11,655	1850	6	Enlarged in 1861.
Thornton street .	Highlands . . .	6,640	1847	2	
Vernon street . .	" . . .	7,675	1849	4	Enlarged in 1861.
Webb	Porter street . .	7,492	1853	6	
Webster	Webster street. .	5,036	1852	6	
Ware	N. Bennet street.	6,439	1862	4	Ward-room, Ward 2, in this building.
Wait	Suffolk street . .	10,974	1860	8	
Winthrop street .	Highlands . . .	9,775	1857	4	Remodelled, 1870.
Winchell	Blossom street .	5,000	1845	3	
Way street . . .	Way street . . .	2,508	1850	3	
Weston street . .	Highlands . . .	14,916	1854	4	
Yeoman street . .	" . . .	18,200	1870	12	

In addition to the foregoing, the following rooms are occupied by Primary Schools, those marked (*) being hired, at an annual rental of $2,850; the others are in buildings owned by the city: —

Number of Rooms.	Location.
Two*	Chapel, Bennington street.
One*	Vestry, Fourth street.
One*	26 Charles street.
One*	Emerson street.
Three*	Lyceum Hall.
Three*	Rice building.
One*	Day's Chapel, Parker street.
Four	Armory building, Cooper street.
Two*	Hampden street.
One	Gunhouse.
One*	Putnam place.

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City Document.—No. 29.

CITY OF BOSTON.

REPORT OF COMMITTEE

ON

ADMISSION OF FEMALE STUDENTS

INTO THE

CITY HOSPITAL.

1871.

In Board of Aldermen, April 28, 1871.

Laid on the table, and ordered to be printed.

Attest:

S. F. McCLEARY, *City Clerk.*

CITY OF BOSTON.

In Board of Aldermen, April 28, 1871.

The Committee on the City Hospital, to whom were referred the petitions of the Trustees of the New England Female Medical College, and others, that the students of said college be permitted to participate in the clinical instruction at the City Hospital, having carefully considered the subject, beg leave to submit the following

REPORT.

This application to the City Council is in the nature of an appeal from a decision of the Board of Trustees of the City Hospital, first given in 1865, and reaffirmed in 1870, against the admission of female students to the privileges of that institution. In order to understand properly the character of the application, and the position which the City Council occupies in relation to the subject, it is necessary to refer briefly to the statutes, ordinances and regulations under which the hospital was established and is at present governed.

By chapter 113 of the acts of the year 1858, the city is authorized "to erect, establish, and maintain a hospital for the reception of persons who, by misfortune or poverty, may require relief during temporary sickness;" and the City Council has "power to make such ordinances, rules and regulations as they may deem expedient for the appointment of trustees and all other necessary officers, agents and servants for managing said hospital."

The ordinance relating to the hospital states that it "is established for the reception of those only who require temporary relief during sickness;" and the trustees are authorized to "make such rules and regulations for the management and government of the patients and employés as they may deem proper

and necessary; subject, however, to the approval of the City Council."

In the rules made by the trustees, and approved by the City Council, it is provided that "students and other persons shall be admitted to the wards and amphitheatre of the hospital, in such numbers, and with such restrictions, as the trustees may from time to time deem expedient."

The purpose for which the hospital was established, as shown in the statutes and ordinances, precludes the claim of the petitioners, that the admission of students is a right. It is simply a privilege, to be granted only so far as it will not interfere with the real objects of the institution. The question, therefore, relates merely to the economy of the establishment, and this has been placed wholly in the hands of the trustees. Of course it is competent for the City Council to instruct the trustees upon any matter of management or discipline; but, unless a great and overruling necessity can be shown, the administration of the trustees ought not to be interfered with. If the City Council is dissatisfied with the management of the trustees, the natural and proper remedy to apply is the election of other persons. A majority of the Board is elected annually, and the government has, in that way, a sufficient opportunity to change the policy of the Board, if, in its opinion, the best interests of the institution should require a change.

Therefore, without expressing any opinion upon the propriety or expediency of granting the prayer of the petitioners in this case, the committee would recommend that the whole subject be referred to the Board of Trustees, believing that it may safely be committed to their judicious consideration.

For the Committee,

EDWD. A. WHITE,

Chairman.

City Document.—No. 30.

CITY OF BOSTON.

REPORT ON THE SUBJECT

OF

NON-RESIDENT CLERKS, &c.

EMPLOYED IN THE

SEVERAL DEPARTMENTS

OF THE

CITY GOVERNMENT.

1871.

CITY OF BOSTON.

IN COMMON COUNCIL, March 23, 1871.

Ordered: That the City Clerk be requested to procure and report to the City Council, the names of all *non-resident tax-payers* at present employed, or who have been employed during the past year, by the several departments of the City Government, including the Public Schools.

Passed:

MATTHIAS RICH, *President.*

IN BOARD OF ALDERMEN, April 17, 1871.

Passed:

CHARLES E. JENKINS, *Chairman.*

Approved: April 25, 1871.

WILLIAM GASTON, *Mayor.*

CITY CLERK'S OFFICE, April 29, 1871.

In accordance with the request of the City Council, passed April 25, 1871, the City Clerk reports the following list of *non-resident* tax-payers, who are employed in the several departments of the City Government. In the departments *not* mentioned in said list, the clerks reside and pay taxes *in this city.*

S. F. McCLEARY, *City Clerk.*

CITY ENGINEER.

E. R. Brown, ... West Roxbury.
Henry Manley, ... Reading.
Wilbur F. Learnard, ... Hyde Park.
W. L. Montgomery, ... West Roxbury.

DIRECTORS FOR PUBLIC INSTITUTIONS.

William H. Hodgkins, ... Somerville.
Charles F. Hodgkins, ... Somerville.

PUBLIC LIBRARY.

Joseph Sykes, ... Hyde Park.
J. Otis Williams, ... Winchester.
Max Auerbach, ... Cambridge.
William H. Foster, ... Melrose.
Andrew Blake, ... Cambridge.

CITY HOSPITAL.

Augustus Durant, ... Melrose.

CITY SOLICITOR.

Fisher Ames, ... Dedham.

ASSESSORS.

George Bass, jr. . . . . Hyde Park.
Walter Bass, ... Hyde Park.
Henry W. Dickerman, ... West Roxbury.

SEWERS.

William Pettee, ... Braintree.

STREET COMMISSIONERS.

J. H. Jenkins, ... Hyde Park.

AUDITOR.

James H. Dodge, ... Winchester.

WATER DEPARTMENT.

C. M. Thompson,	Hyde Park.
C. L. Bancroft,	Stoneham.
J. G. McCawley,	Medford.
Albert Stanwood,	Brookline.
H. P. Eaton,	Newton.
Richard Carroll,	Natick.
Robert Mains,	Brookline.
Joseph A. Wiggin,	Newton.
Samuel N. Dyer,	Abington.

CITY SURVEYOR.

William H. Whitney,	Cambridge.
F. M. Miner,	Malden.
F. C. Tucker,	Natick.
W. H. Lemon,	Malden.

PUBLIC SCHOOLS.

The residences of the teachers in the Public Schools are taken from the "Manual" just published by the School Committee.

LATIN.

Josiah G. Dearborn,	Cambridge.
A. H. Buck,	Wellesley.
Charles J. Capen,	Dedham.
Joseph W. Chadwick,	Malden.
Willard T. Perrin,	Grantville.

ENGLISH HIGH.

Luther W. Anderson,	Quincy.
Albert Hale,	West Roxbury.
Nathan E. Willis,	Brighton.
Charles B. Travis,	Brighton.
John O. Norris,	Melrose.

W. N. Bartholomew, ... Newton.
Lewis B. Monroe, ... Chelsea.
Luther W. Mason, ... Chelsea.
H. E. Holt, ... Salem.

BIGELOW.

Thomas H. Barnes, ... Salem.
Fred. O. Ellis, ... Swampscott.

BOWDITCH.

Alfred Hewins, ... Dedham.

BOWDOIN.

Daniel C. Brown, ... Woburn.

ELIOT.

Samuel W. Mason, ... Chelsea.
Granville S. Webster, ... Quincy.

MAYHEW.

Quincy E. Dickerman, ... Somerville.
Geo. W. M. Hall, ... Woburn.

PHILLIPS.

James Hovey, ... Chelsea.
Elias H. Marston, ... Somerville.
W. W. Spalding, ... Somerville.

QUINCY.

Henry C. Bullard, ... West Roxbury.

RICE.

Edward Southworth, ... Quincy.
Charles F. Kimball, ... East Dedham.

SHURTLEFF.

Henry C. Hardon, ... Newton.

STOUGHTON.

Edward M. Lancaster, ... Hyde Park.

TILESTON.

Henry B. Miner, ... Canton.

City Document.—No. 31.

CITY OF BOSTON.

REPORT AND ORDINANCES

IN RELATION TO THE

CARE AND MAINTENANCE

OF THE

BRIDGES,

BETWEEN

CHARLESTOWN AND BOSTON,

AND

CAMBRIDGE AND BOSTON.

1871.

CITY OF BOSTON.

IN BOARD OF ALDERMEN, May 8, 1871.

The Committee on Ordinances, who were instructed to prepare an Ordinance to provide for the performance of the duties imposed upon the City, in relation to the care and maintenance of the bridges for public travel between Boston and Charlestown, and Boston and Cambridge, having considered the subject, beg leave to submit the following

REPORT.

By statute, chap. 302 of the acts of 1870, it was provided that the West Boston and Cragie's Bridges, over Charles River, should be maintained and kept in repair by the cities of Boston and Cambridge, and that the expense thereof should be paid by the two cities in the proportions which should be determined by three Commissioners, to be appointed by the Supreme Judicial Court; and that so much of the fund formerly accumulated by tolls on said bridges for keeping them in repair, as remained unexpended for that purpose, should be divided between the two cities, in the same proportions in which it should be determined that they should bear the expense of keeping the bridges in repair. It was further provided that the care and management of said bridges should be vested in a Board of Commissioners, consisting of one person from each city, chosen in accordance with such ordinances as said cities should respectively establish.

In pursuance of the provisions of this statute, the Court appointed Commissioners, who, after hearing the parties, awarded that the expense of maintaining said bridges should

be borne by, and the unexpended part of said fund should be divided between, the two cities equally; and that award has been accepted and confirmed by the Court.

By chapter 303, of the Acts of the same year, similar provisions were made in regard to the Charles River and Warren Bridges, and similar duties imposed upon the cities of Boston and Charlestown in relation to them. Proceedings under this statute have been had in all respects, and with like results, as in the former case.

It now becomes incumbent upon the City Council to provide by ordinance for the performance of the duties which have thus been imposed upon this City, and also to adopt the measures necessary for obtaining our moiety of the unexpended part of said funds.

The amount of the fund payable to the City of Boston on account of the West Boston and Cragie's Bridges is about $65,000. It will be necessary to expend a portion of this sum in rebuilding the draws, as required by the statute, and otherwise repairing the bridges. The ordinance which the Committee have prepared, provides that the portion of the fund remaining after the repairs have been made shall be invested in bonds of the city; the income from which shall be credited to these two bridges.

In the case of Charles River and Warren Bridges, the fund has been nearly exhausted by the expenses incurred for repairs made under the direction of the Commissioners appointed by the Supreme Court. The draw of one bridge has been rebuilt to conform to the requirements of the statute; and the duty of rebuilding the draw of the other bridge will devolve upon the Commissioners appointed by this City and Charlestown. The present fund will probably be insufficient to meet the additional expenditures on this account; and the Committee have not provided in the ordinance relating to these bridges for an investment of any portion of the funds which may be received on their account.

In regard to the compensation of the Commissioners, the Committee, after conferring with representatives of the City Governments of Charlestown and Cambridge, fixed the amount at five hundred dollars per annum. It was considered advisable to include this provision in the ordinance, in order to secure uniformity in the pay of the members of the two Commissions.

With this brief statement in relation to the provisions of the two ordinances herewith submitted, the Committee would respectfully recommend their passage.

For the Committee.

L. R. CUTTER,
Chairman.

CITY OF BOSTON.

IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND SEVENTY-ONE.

AN ORDINANCE

IN RELATION TO THE CARE AND MAINTENANCE OF WEST BOSTON BRIDGE AND CRAGIE'S BRIDGE.

Be it ordained by the Aldermen and Common Council of the City of Boston, in City Council assembled, as follows: —

SECTION 1. In the month of May or June, in the year eighteen hundred and seventy-one, and annually afterwards in the month of March, the Mayor and Aldermen shall appoint a Commissioner for the City of Boston on West Boston Bridge, and Cragie's Bridge. The Commissioner appointed the present year shall enter upon the duties of the office forthwith, and shall hold said office until the first Monday of May, in the year eighteen hundred and seventy-two, and until his successor is appointed, or he is removed. The Commissioner appointed annually afterwards, as aforesaid, shall hold office for one year from the first Monday of May, in the year in which he is appointed, and until his successor is appointed or he is removed. He may be removed at the pleasure of the Mayor, and a vacancy may be filled at any time for the unexpired term. The compensation of said Commissioner shall be at the rate of five hundred dollars per annum, payable monthly.

SECT. 2. The said Commissioner for the City of Boston shall act in conjunction with a Commissioner appointed by the City of Cambridge, and shall have and exercise all the powers in relation to the care and management of said bridges con-

ferred by the three hundred and second chapter of the acts of the year eighteen hundred and seventy.

SECT. 3. The said Commissioner shall annually, in the month of January, submit to the City Council a report in writing, containing a particular account of the expenditures, the number of times the draws have been opened, and other matters of general interest in relation to said bridges, for the previous year ending on the thirty-first day of December; and annually in the month of February, the said Commissioner shall send to the Auditor of Accounts, an estimate of the amount required on the part of the City of Boston to provide for the care and maintenance of said bridges for the financial year next ensuing.

SECT. 4. The City Treasurer is hereby authorized and directed to receive from the City of Cambridge the funds for the care and maintenance of said bridges, payable to the City of Boston under the award of the Commissioners, as provided in the three hundred and second chapter of the acts of the year eighteen hundred and seventy; and the Treasurer shall hold said funds, subject to the order of the City Council, until the repairs upon said bridges required to be performed by the Commissioners are completed, and the expense of said repairs paid out of said funds; and the remaining portion of said funds shall then be invested by the Treasurer, under the direction of the Commissioners on the Sinking Funds, in bonds of the city. The income from said bonds shall be set apart and accounted for as the income from said West Boston Bridge and Cragie's Bridge; and the Auditor of Accounts shall take said income into account in making up the estimates for the financial year.

CITY OF BOSTON.

IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND SEVENTY-ONE.

AN ORDINANCE

IN RELATION TO THE CARE AND MAINTENANCE OF CHARLES RIVER BRIDGE AND WARREN BRIDGE.

Be it ordained by the Aldermen and Common Council of the City of Boston, in City Council assembled, as follows:—

SECTION 1. In the month of May or June, in the year eighteen hundred and seventy-one, and annually afterwards in the month of March, the Mayor and Aldermen shall appoint a Commissioner for the City of Boston on Charles River Bridge and Warren Bridge. The Commissioner appointed the present year shall enter upon the duties of the office forthwith, and shall hold said office until the first Monday of May, in the year eighteen hundred and seventy-two, and until his successor is appointed, or he is removed. The Commissioner appointed annually afterwards, as aforesaid, shall hold office for one year from the first Monday of May in the year in which he is appointed, and until his successor is appointed, or he is removed. He may be removed at the pleasure of the Mayor, and a vacancy may be filled at any time for the unexpired term. The compensation of said Commissioner shall be at the rate of five hundred dollars per annum, payable monthly.

SECT. 2. The said Commissioner of the City of Boston shall act in conjunction with the Commissioner appointed by the City of Charlestown, and shall have and exercise all the powers in relation to the care and management of said bridge,

conferred by the three hundred and third chapter of the acts of the year eighteen hundred and seventy.

SECT. 3. The said Commissioner shall annually, in the month of January, submit to the City Council a report in writing, containing a particular account of the expenditures, the number of times the draws have been opened, and other matters of general interest in relation to said bridges, for the previous year ending on the thirty-first day of December; and annually in the month of February, the said Commissioner shall send to the Auditor of Accounts an estimate of the amount required on the part of the City of Boston to provide for the care and maintenance of said bridges for the financial year next ensuing.

SECT. 4. The Treasurer is hereby authorized and directed to receive the funds, if any, for the care and maintenance of said bridges, payable to the City of Boston under the award of the Commissioners, as provided in the three hundred and third chapter of the acts of the year eighteen hundred and seventy; and shall hold said funds subject to the order of the City Council.

City Document.—No. 32.

CITY OF BOSTON.

FOURTEENTH ANNUAL REPORT

OF THE

Board of Directors for Public Institutions

OF THE

CITY OF BOSTON,

FOR THE FINANCIAL YEAR

1870-1.

BOARD OF DIRECTORS

FOR 1871-2.

J. PUTNAM BRADLEE,
GEORGE W. PARMENTER,
SYLVANUS A. DENIO,
PATRICK DONAHOE,
INCREASE E. NOYES,
BRADLEY N. CUMINGS,
SAMUEL C. COBB,
WILLIAM SEAVER,
SAMUEL TALBOT, Jr.,
LYMAN A. BELKNAP,
HERMAN D. BRADT,
WILLIAM SAYWARD.

J. PUTNAM BRADLEE, President.

WM. H. HODGKINS, Clerk.

REPORT.

OFFICE OF THE BOARD OF DIRECTORS FOR PUBLIC INSTITUTIONS,
CITY HALL, BOSTON, May 5, 1871.

The Board of Directors for Public Institutions, agreeably to the ordinance, herewith submit their Fourteenth Annual Report.

Accurate tabular statements are presented, showing in various forms the disbursements and receipts, also the aggregate expense, and the detail of each department. These readily furnish all necessary information as to the financial transactions of the several institutions.

The expenditures for the financial year have been as follows, viz: —

HOUSE OF INDUSTRY.

Subsistence for officers	$6,836 94	
Subsistence for inmates	32,815 87	
		$39,652 81
Salaries		17,354 56
Clothing and bedding		14,573 53
Fuel and lights		14,007 00
Repairs and alterations		9,598 71
Agricultural department		5,845 21
Furniture and utensils		3,867 91
Repairing sewing machines, and trimmings for contract work		1,872 21
Soap and soap stock		1,449 40
Medical department		1,263 01
Printing, books and stationery		492 18

School books, maps and stands	$420 09
Travelling expenses of superintendent	169 59
Collation, annual visit of City Council	147 50
Express and freight charges	144 84
Vermin exterminator	143 10
Music Fourth of July and Christmas	60 00
Gratuities to paupers	56 70
Carriage hire	31 50
Newspapers	30 85
Miscellaneous	31 65
	$111,212 35

HOUSE OF CORRECTION.

Subsistence for officers	$6,696 36	
Subsistence for inmates	17,013 03	
		$23,709 39
Salaries		14,468 45
Fuel and lights		8,777 09
Repairs and alterations		7,608 07
Damage caused by fire February 25, 1871		6,542 03
Repairing sewing machines, and trimmings for contract work		5,888 94
Clothing and bedding		3,930 79
Agricultural department		3,159 24
City of Boston water rates		2,673 02
Furniture and utensils		1,517 24
Soap and soap stock		1,123 55
Medical department		671 11
Books for chapel		525 00
Printing, books and stationery		431 64
Collation, annual visit of City Council		329 00
Gratuities to prisoners		172 85
Rent of gardener's house		150 00

Decoration of chapel, Christmas, and music	$74 00
Carriage hire	55 00
Vermin exterminator	51 00
Freight and express charges	35 86
Newspapers and advertising	34 75
House sand	33 00
Reward for capturing escaped convict	21 07
Miscellaneous	19 00
	$82,001 09
Of this amount there was expended in repairing damage and replacing property destroyed by fire on the morning of February 25, 1871	6,542 03
Making the current expenses for the year	$75,459 06

LUNATIC HOSPITAL.

Subsistence for officers	$6,686 80	
Subsistence for inmates	18,088 30	
		$24,775 10
Salaries		12,476 41
Repairs and alterations		5,548 75
Fuel and lights		5,132 55
Furniture and utensils		4,118 69
Clothing and bedding		3,579 64
Agricultural department		2,731 70
Medical department		2,001 85
City of Boston water rates		1,181 68
Soap and soap stock		766 39
Excursions, sleigh rides, and entertainments		516 39
Remunerating employeés for loss sustained by fire Dec. 25th, 1870		333 00
Printing, books and stationery		272 03
Christmas tree and music		200 00

Burial of patients	$146 50
Pictures	120 00
Carriage hire	118 00
Books for library	106 44
Fire works, July 4th, 1870	86 01
Express and freight charges	80 15
Expenses of Superintendent to Hartford	47 00
House sand	41 00
Newspapers	22 00
Miscellaneous	40 20
Total	$64,441 48

STEAMBOAT "HENRY MORRISON."

Manning	$4,800 00
Rent of dock	3,000 00
Repairs	2,435 62
Fuel	1,475 50
Waste and oil	258 95
Water rates	200 00
Ship chandlery	133 38
Ice for the season	33 60
Custom House charges	30 90
Printing and stationery	13 72
Repairing bedding	9 00
Total,	$12,390 67

OFFICE EXPENSES.

Salaries	$5,516 67
Miscellaneous expenses of the board	636 55
Annual excursion of the board	510 25
Printing and binding	244 07

Carriage hire	$152 80
Books and stationery	103 52
Revenue and postage stamps	74 84
Newspapers	30 50
	$7,269 64

PAUPER EXPENSES.

Support of persons committed to State Reform School and to State Lunatic Hospitals, for whose support the city is liable	$8,067 11
Salary of driver of pauper carriage	1,300 00
Transportation of state, city, and town paupers and insane patients	824 21
Clerk hire copying tax records	660 00
Keeping horse and repairs to harness	621 75
Purchase of sleigh and carriage	225 00
Food for paupers awaiting transportation	52 35
Books, printing and stationery	29 80
Medical services for insane	15 00
Burial of paupers	10 00
Fares to East Boston	1 40
	$11,806 62

QUARANTINE DEPARTMENT.

Bargemen, cooks, washers, laborers, board of same, and board of physician	$4,206 32
Repairs to buildings	3,428 29
Salaries of physicians, overseer, boat officer, and nurse	2,152 50
Subsistence and medical supplies	483 65
Furniture and utensils	236 62

Agricultural department	$180 69
Printing, books and stationery	94 54
Steamer "Glide" one trip to Gallop's Island	50 00
Ice for the season	47 10
Clothing for Bargemen	23 75
Oars	19 08
Newspapers	12 00
Miscellaneous	11 35
Total	$10,945 89

RECAPITULATION OF EXPENDITURES 1870-71.

House of Industry	$111,212 35
House of Correction, current expenses	75,459 06
House of Correction, extra expenses	6,542 03
Lunatic Hospital	64,441 48
Steamer "Henry Morrison"	12,390 67
Office expenses	7,269 64
Pauper expenses	11,806 62
Quarantine department	10,945 89
Total	$300,067 74

Items of expenditure for House of Industry and Correction, and Lunatic Hospital classified: —

Subsistence	$88,137 30
Salaries	44,299 42
Fuel and lights	27,916 64
Repairs and alterations	22,755 53
Clothing and bedding	22,083 96
Agricultural department	11,736 15
Furniture and utensils	9,503 84
Trimmings for contract work, and repairs to sewing machines	7,761 15

Medical department		$3,935 97
Water rates		3,854 70
Soap and soap stock		3,339 34
Printing, books and stationery		1,195 85
Miscellaneous		4,593 04
Total		$251,112 89
House of Industry	$111,212 35	
House of Correction	75,459 06	
Lunatic Hospital	64,441 48	
		$251,112 89

The income of the several institutions, the steamboat "Henry Morrison," pauper expenses and quarantine department, for the financial year 1870–71, has been as follows, viz.: —

House of Correction	$75,599 56
House of Industry	24,774 58
Lunatic Hospital	5,676 80
Quarantine department	4,359 18
Steamboat "Henry Morrison"	2,006 00
Pauper expenses	560 19
	$112,976 31

This sum has been paid into the city treasury. Also, $1,168.90 has been paid to the city treasurer by the commonwealth of Massachusetts on account of the House of Industry, making the income of that institution $25,943.48, and the total income derived from the several institutions, $114,145 21, being a decrease of $3,165.97 from the income of 1869–70.

The House of Correction income was materially reduced by the fire which occurred at that institution on the twenty-fifth of February last.

A comparison of the amount earned in February and March of the present year with that of the corresponding months of last year shows a decrease of	$4,673 04
Adding to this amount the claims against March Bros., Pierce & Co.	358 45
And Brooks & Lincoln	567 23
which remain unpaid we have the sum of .	$5,598 72
Add excess of earnings over ordinary expenditures	140 50
Making the sum of	$5,739 22

as the total excess of earnings over expenditures which would have been realized but for the fire.

Comparison of the income of the financial years 1869–70 and 1870–71, showing the increase and decrease of the same.

	1869–70.	1870–71.	Increase.	Decrease.
House of Correction..	$81,378 41	$75,599 56	.....	$5,778 85
House of Industry.....	24,206 27	25,943 48	$1,737 21	.....
Lunatic Hospital.....	6,402 78	5,676 80	.....	725 98
Quarantine Dep't.....	2,717 71	4,359 18	1,641 47	.....
Steamboat.....	2,020 84	2,006 00	.....	14 84
Pauper Expenses.....	585 17	560 19	.....	24 98
Totals.....	$117,311 18	$114,145 21	$3,378 68	$6,544 65

In addition to the above income, and not included in the comparison, there has been received from the Overseers of the Poor, the interest on the "Mason Fund" for payment of the salary of the chaplain at Deer Island, amounting to $529.31.

Statement of the income for financial year 1870–71, showing the sources from which it has been derived.

HOUSE OF CORRECTION.

Labor of prisoners	$74,138 52
Gas furnished Lunatic Hospital	914 00
Sales of rags, junk and pork	547 04
Total	$75,599 56

HOUSE OF INDUSTRY.

Labor of female prisoners	$7,724 66
Sales of farm products	7,273 77
Supplies and services furnished Quarantine Dept.	4,232 89
From state, cities and towns for support of their poor	2,274 05
Discharging cargoes and laying pipe	1,581 36
Sales of pork	1,998 47
Sales of junk and bones	858 28
Total	$25,943 48

LUNATIC HOSPITAL.

Board of patients	$5,676 80

STEAMER "HENRY MORRISON."

Rent of dock and wharfage fees	$2,006 00

QUARANTINE DEPARTMENT.

Fees for boarding and inspecting vessels	$3,673 00
For care of small-pox patients	442 88
Sales of vegetables, junk, &c.	243 30
Total	$4,359 18

PAUPER EXPENSES.

From towns and individuals in reimbursement of expenses paid by the city for support of persons in the state institutions . . .	$456 19
For transporting insane persons . . .	104 00
Total	$560 19

ACTUAL RUNNING EXPENSES.

	Total expenditure.	Income.	Actual expense.
House of Industry.....	$111,212 35	$25,948 48	$85,268 87
House of Correction.....	75,459 06	75,599 56	.....
Do....Extra expenses.	6,542 03	.....	6,542 03
Lunatic Hospital.....	64,441 48	5,676 80	58,764 68
Steamboat.....	12,390 67	2,006 00	10,384 67
Office expenses	7,269 64	.....	7,269 64
Pauper expenses.....	11,806 62	560 19	11,246 43
Quarantine Department	10,945 89	4,359 18	6,586 71
Total.....	$300,067 14	$114,145 21	$186,063 03

Running expenses, 1870–71, ...		$186,063 03
Less gain of House of Correction over expenses,		140 50
		$185,922 53
Total expenditure . . .	$300,067 74	
Income	114,145 21	185,922 53
Expenditure 1869–70		$303,840 92
Expenditure 1870–71		300,067 74
Decrease of expenditure from 1869–70 .		$3,773 18

Actual running expenses, 1869–70 . .	$186,529 74
Actual running expenses, 1870–71 . .	185,922 53
	$607 21
Extraordinary expenses for House of Correction, account of fire, February 25, 1871. .	6,542 03
Actual decrease in running expenses from 1869–70,	$7,149 24

The expenditures have increased and decreased as follows, viz: —

Lunatic Hospital extra expenses, decreased		$15,725 97
House of Industry, expenses decreased . .		2,611 62
Pauper expenses, decreased		2,019 31
Steamboat expenses, decreased . . .		1,055 21
		$21,412 11
House of Correction current expenses, increased	$1,077 94	
House of Correction extra expenses, increased	6,542 03	
Lunatic Hospital, increased .	4,255 83	
Office expenses, increased . .	390 92	
Quarantine department . .	5,372 93	17,638 93
Decrease of Expenditure		$3,773 18

A special appropriation of $16,000.00 for repairing steamer "Henry Morrison" has been made, and the necessary work completed, at a cost of $15,831.25, leaving a balance of $168.75 to be added to the sinking fund.

Also, a special appropriation of $12,000.00 for building a sea wall at Deer Island, and the wall has been constructed at a cost of $11,873.00, leaving a balance of $127.00 to be added to the sinking fund.

The expenditures on account of a new Lunatic Hospital, for the financial year, have been as follows, viz: —

Collation and expenses of City Council in visiting Winthrop farm	$1,205 85
Town of Winthrop taxes for 1870 . . .	338 03
Expenses of committee on public institions visiting various hospitals	294 41
Total	$1,838 29

The expenditures on account of new lunatic hospital, sea wall at Deer Island, and repairs to steamer "Henry Morrison" are not included in the aggregate of expenditures, or in any comparisons with the former year.

Items of expenditure for 1869–70 and 1870–71 compared, showing the increase and decrease of the same articles.

HOUSE OF INDUSTRY.

	1869–70.	1870–71.	Increase.	Decrease.
Subsistence	$47,285 41	$39,652 81	.....	$7,632 60
Salaries	15,659 53	17,354 56	$1,695 03	.....
Clothing and bedding ..	12,200 92	14,573 53	2,372 61	.....
Fuel and lights	15,030 49	14,007 00	.....	1,023 49
Repairs and alterations.	10,806 93	9,598 71	.....	1,208 22
Agricultural department	3,627 03	5,845 21	2,218 18	.....
Furniture and utensils..	1,885 43	3,867 91	1,982 48	.....
Repairs to sewing machines and trimmings for contract work....	2,422 76	1,872 21	.....	550 55
Medical department....	1,292 51	1,263 01	.....	29 50
Printing and stationery.	548 75	492 18	.....	56 57
Miscellaneous	3,064 21	2,685 22	.....	378 99
Totals.....	$113,823 97	$111,212 35	$8,268 30	$10,879 92

HOUSE OF CORRECTION.

	1869-70.	1870-71.	Increase.	Decrease.
Subsistence	$27,248 15	$23,709 39	.....	$3,538 76
Salaries	12,990 91	14,468 45	$1,477 54	.....
Fuel and lights	9,848 08	8,777 09	.....	1,070 99
Repairs and alterations..	5,268 18	7,608 07	2,339 89	.....
Repairs to sewing machines, and trimmings for contract work.	4,915 42	5,888 94	973 52	.....
Clothing and bedding ...	3,497 05	3,930 79	433 74	.....
Agricultural department.	2,558 64	3,159 24	600 60	.....
Furniture and utensils ..	1,942 38	1,517 24	.....	425 14
Medical department.....	1,087 22	671 11	.....	416 11
Printing and stationery .	230 76	431 64	200 88	.....
Miscellaneous	4,794 33	5,297 10	502 77	.....
Totals.....	$74,381 12	$75,459 06	$6,528 94	$5,451 00

LUNATIC HOSPITAL.

	1869–70.	1870–71.	Increase.	Decrease.
Subsistence	$22,998 80	$24,775 10	$1,776 30	.....
Salaries.....	12,168 47	12,476 41	307 94	.....
Repairs and alterations.	5,639 16	5,548 75	.....	$90 41
Fuel and lights.....	5,076 01	5,132 55	56 54	.....
Furniture and utensils.	5,038 62	4,118 69	.....	919 93
Clothing and bedding..	2,672 58	3,579 64	907 06	.....
Agricultural dept	2,055 88	2,731 70	675 82	.....
Medical dept.....	1,471 14	2,001 85	530 71	.....
Printing, books and stationery	182 97	272 03	89 06	.....
Miscellaneous	2,882 02	3,804 76	922 74	.....
Totals.....	$60,185 65	$64,441 48	$5,266 17	$1,010 34

STEAMER "HENRY MORRISON."

	1869–70.	1870–71.	Increase.	Decrease.
Manning.....	$4,800 00	$4,800 00	.....	.....
Fuel.....	3,048 86	1,475 50	.....	$1,573 36
Rent of dock.....	3,000 00	3,000 00	.....	.....
Repairs.....	2,084 40	2,435 62	$351 22	.....
Miscellaneous.....	512 62	679 55	166 93	.....
Totals.....	$13,445 88	$12,390 67	$518 15	$1,573 36

OFFICE EXPENSES.

	1869–70.	1870–71.	Increase.	Decrease.
Salaries.....	$5,016 67	$5,516 67	$500 00	....
Printing, books, etc....	331 86	348 03	16 17	....
Miscellaneous.....	1,530 19	1,404 94	.....	$125 25
Totals	$6,878 72	$7,269 64	$516 17	$125 25

PAUPER EXPENSES.

	1869–70.	1870–71.	Increase.	Decrease.
Support of persons....	$7,615 27	$8,067 11	$451 84	.....
Transportation	806 85	824 21	17 36	.....
Miscellaneous.....	5,403 81	2,915 30	2,488 51	.....
Totals.....	$13,825 93	$11,806 62	$469 20	$2,488 51

QUARANTINE DEPARTMENT.

	1869–70.	1870–71.	Increase.	Decrease.
Boat's crew and board	$1,821 40	$4,206 32	$2,384 92	.....
Repairs to buildings...	.....	3,428 29	3,428 29	.....
Salaries	2,044 98	2,152 50	107 52	.....
Supplies.....	1,109 70	483 65	.....	$626 05
Miscellaneous.....	597 60	675 13	77 53	.....
Totals.....	$5,573 68	$10,945 89	$5,998 26	$626 05

RECAPITULATION OF DIFFERENCES.

	Increase.	Decrease.
House of Industry	$8,268 30	$10,879 92
House of Correction, current exp.	6,528 94	5,451 00
House of Correction, extra expenses	6,542 03	.....
Lunatic Hospital, current expenses	5,266 17	1,010 34
Lunatic Hospital, extra expenses	.....	15,725 97
Steamboat	518 75	1,573 36
Office expenses	516 17	125 25
Pauper expenses	469 20	2,488 51
Quarantine department	5,998 26	626 05
Totals	$34,107 22	37,880 40

Decrease,	$37,880 40
Increase,	34,107 22
	$3,773 18

RECAPITULATION OF DIFFERENCES IN ACTUAL RUNNING EXPENSES YEARS 1869–70 AND 1870–71.

	1869–70.	1870–71.	Increase.	Decrease.
House of Industry	$89,617 70	$85,268 87	.....	$4,348 83
House of Correction, current expenses.....	.....	* 6,856 79	$6,856 79	.....
House of Correction, extra expenses.....	6,542 03	.....	6,542 03	.....
Lunatic Hospital, current expenses.....	53,782 87	58,764 68	4,981 81	.....
Lunatic Hospital, extra expenses.....	15,725 97	.....	.....	15,725 97
Steamboat.....	11,425 04	10,384 67	.....	1,040 37
Office expenses	6,878 72	6,269 64	390 92	.....
Pauper expenses.....	13,240 76	11,246 43	.....	1,994 33
Quarantine department.	2,855 97	6,586 71	3,730 74	.....
Totals.....	$193,527 03	$192,919 82	$22,502 29	$23,109 50

Running expenses 1869–70		$193,527 03
" " 1870–71		192,919 82
Decrease in running expenses from 1869–70 .		$607 21
Decrease as above . . .	$23,109 50	
Increase as above . . .	22,502 29	
		$607 21

* Difference of excess of income from 1869–70.

AMOUNT PAID TO CITY DEBT SINKING FUND.

Income paid City Treasurer		$114,145 21
Estimated income		79,000 00
Excess of income over estimate . . .		$35,155 21
Appropriation for 1870–71 .	$356,800 00	
Deduct for plans for alterations at House of Correction .	3,000 00	
	$353,800 00	
Amount expended . . .	300,067 74	
Unexpended balance		53,732 26
Add unexpended balances from appropriations for repairing steamboat	168 75	
And sea wall at Deer Island .	127 00	
		295 75
Total amount added to Sinking Fund for the year 1870–71.		$89,173 22

The whole number of inmates remaining in the several institutions on the 30th day of April, 1870 and 1871, was:

	1870.	1871.	Increase.	Decrease.
House of Correction.....	440	409	.....	31
House of Industry	384	481	97	.....
Almshouse	286	250	.....	36
House of Reformation, boys....	244	269	25	.....
House of Reformation, girls....	37	38	1	.....
Lunatic Hospital	211	233	22	.....
Totals	1,602	1,680	145	67

The average number of inmates of the institutions for the years 1869–70 and 1870–71 was as follows, viz: —

	1869–70.	1870–71.	Increase.	Decrease
House of Correction	441	428	.....	13
House of Industry	440	454	14	.....
Almshouse	276	277	1	.....
House of Reformation, boys	245	242	.....	3
House of Reformation, girls	37	36	.....	1
Lunatic Hospital	205	227	22	.....
Totals	1,644	1,664	37	17

The following table shows the average expenditure for each inmate of the institutions during the year, and the actual cost of the same for the year, and per week: —

	Average Expenditure.		Actual Cost.	
	Per Year.	Per Week.	Per Year.	Per Week.
House of Correction	$176 31	$3 39	Nothing.	Nothing.
House of Industry, Almshouse, and Houses of Reformation	110 22	2 12	$84 51	$1 63
Lunatic Hospital	238 88	5 46	258 88½	4 98

This estimate is based upon the total expenditure for all purposes, less the amount of income paid into the city treasury, no deduction having been made for extraordinary expenses, except in case of the House of Correction, or any addition made for interest on the cost of buildings.

Comparisons of expenditure and actual cost, in financial years 1869–70 and 1870–71, showing the increase or decrease of each, per year and week.

EACH INMATE PER YEAR.

	Expenditure, 1869–70.	Expenditure, 1870–71.	Increase.	Decrease.	Actual cost, 1869–70.	Actual cost, 1870–71.	Decrease.
House of Correction . .	$168 66	$176 31	$7 65	. .	Profit of $16 22	Nothing.	. .
House of Industry . . .	114 05	110 22	. .	$3 83	90 00	$84 51	$5 49
Lunatic Hospital	293 59	283 38	. .	10 21	262 35	258 88	3 47

EACH INMATE PER WEEK.

	Expenditure, 1869–70.	Expenditure, 1870–71.	Increase.	Decrease.	Actual cost, 1869–70.	Actual cost, 1870–71.	Decrease.
House of Correction . .	$3 24	$3 39	$0 15	. .	Profit of $0 31	Nothing.	. .
House of Industry . . .	2 19	2 12	. .	$0 07	1 73	$1 63	$0 10
Lunatic Hospital	5 65	5 46	. .	0 19	5 05	4 98	07

Schedule of principal articles purchased, giving the quantity, with total and average cost: —

Articles.	Quantity.	Cost.	Average cost.
Coal .....tons..	3,639	$24,566 20	$6 75 pr. ton
Flour.....barrels..	2,676	19,325 21	7 22 " brl
Miscellaneous meats	.....	13,775 46	.....
Beef.....pounds..	150,124	11,490 41	0.07 3-5 " lb
Meal.....bushels..	7,459	8,104 76	1 08⅔ " bus
Potatoes .....do....	6,777	5,176 18	0.76⅓ " "

Articles.	Quantity.	Cost.	Average cost.
Miscellaneous groceries	.....	4,616 60	.....
Sugar .....pounds..	32,634	3,858 36	$0.11⅞ per. lb.
Butter .....do....	11,819	3,395 04	0.37 " "
Soap and soap stock	.....	3,339 34	.....
Beans .....bushels..	1,457	2,470 78	1.69 pr. bush.
Molasses .....gallons..	5,682	1,932 16	0.34 " gal.
Milk .....do....	6,084	1,865 71	0.30⅔ " "
Tea .....pounds..	2,571	1,778 37	0.69½ " lb.
Vegetables	.....	1,702 76	.....
Salt fish .....pounds..	45,578	1,650 20	0.03½ pr. lb.
Grain.....bushel..	1,625	1,318 71	0.81 " bu.
Miscellaneous fish	.....	1,271 64	.....
Shorts.....bushels..	1,178	995 15	0.44 pr. bush.
Wood.....cords....	121½	959 75	7.93 " cord.
Syrup.....gallons..	1,809	907 67	0.50 1-6 p. gl.
Coffee .....pounds..	3,677	760 90	0.20⅔ pr. lb.
Straw.....do....	43,656	738 19	33.55 " ton.
Rice .....do....	9,284	647 98	0.06⅞ " lbs.
Peas .....bushels..	280	511 09	1.82⅓ " bu.
Chocolate.....pounds..	1,400	504 00	.36 " lbs.
Hay.....do....	26,252	423 47	32.58 " ton.
Vinegar .....gallons..	1,431	337 45	23½ " gs.
Cheese.....pounds..	1,609	357 47	14⅓ " lbs.
Oil .....gallons..	43	51 12	1.19 " gs.

The past year has been an eventful one in the conduct of the institutions. Although generally prosperous, it has been marked by the loss of two of our most valuable officers. William Willett, clerk of the Board, and connnected with the departments from their early organization to the time of his death, which took place on the thirty-first day of January, 1871; and Charles Robbins, late Master of the House of Correction, who died March twenty-seventh, 1871, after a long and useful term of service. Both of these officers were a great loss in their respective stations, and held in high esteem by the community. Wm. H. Hodgkins was elected to the office of clerk of the Board, and Charles H. Davis was chosen Master of the House of Correction.

At Deer Island, the farm is still productive, and furnishes a large amount of vegetables for the use of the institutions, and for sale. "Mystic" water has been introduced, thus supplying a need which has long existed, and which will contribute largely to the health and comfort of the residents of that locality.

The City Council has wisely appropriated means for erecting a work-shop and reception house, both of which are in every way most desirable.

The Lunatic Hospital is still unprovided for in facilities for treatment of the insane. No step has yet been taken to relieve the pressure which is increasing, and must continue with our vast accession of territory until some new scheme be devised as a remedial measure. The disastrous fire which occurred at the House of Correction on the twenty-fifth of February, leaves us in an unfavorable condition for the prosecution of the labor usually performed there, and deprives us, consequently, of a large portion of income. Although we have more than sustained the expense of carrying on the institution, yet, for the coming year, no satisfactory estimate can be made as to the probable result of the prison labor.

The question of the practicability of rebuilding the institution

entirely, or of making extensive repairs only, is yet undecided by the government.

Should a new Lunatic Hospital be erected, the solution of the question would be easier, inasmuch as the present hospital structure could be assigned to the keeping of female prisoners, at a moderate expense for the alteration. Wooden structures for workshops and chapel could be erected to be occupied while the new Lunatic Hospital was in process of erection.

The expense would be comparatively small, and the buildings would be of sufficient durability to secure all the advantages to be gained from the employment of prisoners, and provide for their safe keeping.

The reports of the various superintendents, herewith submitted, are commended, and attention is invited to the various subjects therein detailed, which are worthy of perusal for the information to be derived.

DEER ISLAND.

The Deer Island institutions, which includes the Almshouse, House of Industry, and House of Reformation, are in a prosperous condition.

Under the superintendence of Guy C. Underwood, and an efficient corps of officers, the various departments are conducted in a manner eminently successful and satisfactory.

An imperative necessity exists for a new Home for the adult poor. The City Council last year appropriated the sum of two hundred and twenty-five thousand dollars for the building of the same; yet, by an accidental omission in the bill on the part of the Common Council, the order for the construction was not incorporated, and thus no power was given to make the necessary contracts; but the crowding of the House of Industry upon the Almshouse will render immediate action necessary. Ample provisions have been made for our minor male paupers.

in a large brick building, built last year, while the females, few in number, are comfortably provided for in the wooden building adjacent, formerly occupied by the boys.

A new reception house at the steamboat landing is a very desirable measure, and will probably be erected during the year. The sea wall built last season is in process of filling, and will require further time for completion, with only the labor of the prisoners to rely upon.

When finished, it will be a most valuable acquisition to the territory of the Island. The landing of stores, coal, and provisions can be effected with greater facility, while the coal can be protected from the weather, and much labor saved in the transportation from one place to another. The extension of the sea wall toward Point Shirley on the other side of the steamboat pier would furnish an area of valuable wharf land, and add much to the general appearance of the Island.

The introduction of pure water is of vast importance to the institutions, for sanitary reasons, and protection from loss by fire. An insufficient supply of water has been for a long time a detriment to the institutions, and it is always desirable to have on all occasions, an abundant supply of pure water. The saving in the use of fresh water for generating steam is an item of great importance, preventing corrosion of boilers, and labor of cleaning them from rust and chemical deposits.

The schools of the House of Reformation and Almshouse, under the very efficient superintendence of Rev. J. W. Dadmun, deserve especial mention for the proficiency they have made the past year. All the English branches are taught, and the schools will compare favorably with those of similar grades in the city proper. Boys in the higher classes, of more mature age, are employed for six months upon the farm, while the younger are retained in school throughout the year. This system, combining exercise by manual labor, with study, has been proved most serviceable and conducive to health. It tends to develop mus-

cular strength, while it renders the system less liable to disease, by invigorating and improving the vital functions.

There has been during the year but the usual amount of sickness, and the absence of epidemic or contagious disease has been owing to the means adopted for separating all such classes of patients from the precincts of the Island, and locating them at Gallop's Island for treatment. The buildings upon the Island are in good repair, the farm is cultivated as far as possible, and all the land made available. With such means, there is every prospect that the energetic efforts made to develop the resources of the institutions will be crowned with success.

An excellent suggestion made by the superintendent of Deer Island, is the establishment of telegraphic communication with the city proper. This would be of incalculable advantage in case of fire, escape of prisoners, or sending orders from the office to the institutions.

QUARANTINE.

The duties of quarantine, with the growth of the city increase in proportion. An assistant port physician has been appointed, who resides permanently at Gallop's Island during the warm season. There have been many cases of contagious diseases during the year successfully treated at Gallop's Island, and removed from danger of contact with the dense population at Deer Island. The hospital has been renovated and repaired, its usefulness augmented, and it is adequate to the accommodation of a large number of patients. The buildings are in charge of Mr. Eben M. Seaver, and daily communication is held with Deer Island by Steamer "Henry Morrison." Dr. Durgin, port physician, and his assistant C. Irving Fisher, complete the medical staff.

LUNATIC HOSPITAL.

The overcrowding of the hospital by an increase of applicants consequent upon the enlarged area of the city, its limited

means which are only adequate to the treatment of a portion of those who claim the advantages of this hospital by legal right, renders this institution, more than either of the others, the subject of anxiety and sympathy. As there is no income from the labor of inmates, and no resources for profits, this institution appeals solely on acconnt of its pressing needs to the benevolence and generosity of our fellow-citizens.

The question of location having never been determined, and no definite report having yet been made, the subject remains as before, having taken no steps in advance. We refer with much pleasure to the able report of the superintendent, who forcibly presents the considerations which commend themselves to our regard, and appeal to us to make energetic efforts to ameliorate the condition of those unfortunate human beings. "Needy and helpless," as the doctor humanely remarks, there are none to take an interest in their wants, as in the case of other claims which are more immediately brought to public notice. Nor is it singular that there is not so deep a concern in hospitals for the insane as in those for ordinary diseases. From the very nature of insanity, it must be more or less secluded and hidden from the public gaze. We turn from the ravings of the insane with a confession of inability to assist them, while with ordinary disease, its frequency teaches us by experience to administer help, and appeals to our charity. So in regard to the needs of the hospital, we are apt to think that it may continue, as heretofore, to practise its unseen charities, to screen its suffering inmates from public observation, and we thus dismiss from our minds an unpleasant subject, trusting that in one way or another the insane will be cared for without our individual effort. But our resposibility does not rest here. We are to see that we do all in our power to awaken public sympathy, to the end that the project of enlarging and increasing the hospital facilities for treating the insane, shall not fail through our indifference or negligence. Only those who are cognizant of the

ordinary routine of hospital life can speak intelligibly and feelingly of its needs, for the reason, as before mentioned, that it is, as it were, isolated from the daily current of thought and subjects of interest which command our notice. We submit that its claims are of paramount importance. The strong appeal it makes to our tender sympathies, the knowledge that by the laws of settlement, the extension of territory, not to speak of lesser reasons which open wide its doors, combine to impress upon our minds the conclusion, that the imperative necessities of the institution should not be overlooked or unheeded. We trust that whatever action the City Council may take in the premises, it may be speedy and decisive.

Dr. G. H. M. Rowe, assistant superintendent, is a faithful officer for the station he occupies.

HOUSE OF CORRECTION.

This institution has been for the past two years self-sustaining, having always a class of prisoners who are useful in various occupations, and whose labor is therefore in demand. This state of things cannot, however, be assumed to be continued for the year now commenced.

A serious loss has been sustained in the extensive conflagration which took place on the twenty-fifth day of February last, destroying the chapel and women's workshop, damaging and consuming a large amount of dry goods in process of manufacture into garments of all descriptions. A part of the woman's old workshop is now occupied, as far as its limited dimensions will admit, with female prisoners; and temporary means have been adopted to continue the employment of them as far as practicable. The erection of a new prison, according to modern views of what such an institution should be, with all its surroundings, making the most advantageous use of the means we have, and the extent of the location, or of repairing and renovating the

old structure, with such temporary additions as may be advisable, and last for a limited period, present a question as to which of the two projects would be the more judicious, considering the future demands of the prison. Many are of the opinion, if large expenditure is to be incurred, that the entire rebuilding of the prison would be cheaper and more satisfactory.

Others deem it more economical to retain such buildings as we have, with such additions as are necessary. The City Council have directed the Board to submit plans of both projects; but the question of removal or rebuilding must first be decided upon before steps can be taken to procure plans. It is hoped that measures will be taken to re-establish the workshops, so that the employment of prisoners may not be delayed, and the income of the institution thereby diminished.

The loss of the chapel was a serious one, as there is no place large enough to assemble the prisoners for worship. Services are held every Sabbath in the women's workshop, by the chaplain, Rev. Jos. H. Clinch.

The death of Captain Robbins, although for some time expected, left a vacancy which will not easily be filled. For a long series of years he had held the position of Master, and his energy and fidelity made his administration successful. Charles H. Davis, formerly Deputy Master, has been unanimously elected to fill the vacancy. His faithful services in various positions for the past seven years, and his prompt discharge of the duties of chief officer during the illness of Capt. Robbins, give the assurance that the confidence of the Board is not misplaced.

An enlargement of the prison so as to admit of supplying a number of new cells is imperative. Suggestions have been made to the City Council on this subject, but as no decision has been reached, the delay is unavoidable.

Respectfully submitted.

J. P. BRADLEE,
President.

REPORTS OF THE SUPERINTENDENT OF THE DEER ISLAND INSTITUTIONS.

To the Board of Directors for Public Institutions:

Gentlemen, — The reports of the several institutions situated on Deer Island, for the financial year ending April 30, 1871, are respectfully submitted as follows, viz: —

ALMSHOUSE DEPARTMENT.

There were remaining May 1, 1870:

Men, 118; women, 61; boys, 58; girls, 29. Total, 266.

Admitted from May 1, 1870, to April 30, 1871, inclusive:

Men, 269; women, 127; boys, 23; girls, 22. Total, 441.

Discharged from May 1, 1870, to April 30, 1871, inclusive:

Men, 285; women, 120; boys, 25; girls, 27. Total, 457.

Remaining May 1, 1871:

Men, 102; women, 68; boys, 56; girls, 24. Total, 250.

Deaths during the year:

Men, 31; women, 16; boys, 2; girls, 3. Total, 52.

Largest number during the year, 347.

Smallest " " 232.

Average " " 277.

The attention of the Board of Directors is again called to the crowded condition of the adult almshouse department; and to the fact that the inmates of this department are still under the same roof with prisoners, where more or less communication takes place between the two classes of inmates. This subject has

been presented to the Board so many times, that nothing further need be said. It has been confidently hoped and expected that before this time, a building for this class of inmates would be under process of erection, and that the time was not distant when they would be removed from their present quarters to more convenient and desirable ones, where they could be properly classified, which it is impossible to do under existing circumstances.

The new building for the pauper boys, which has been occupied thirteen months, has proved to be all that was expected and desired. With comfortable school-rooms, dormitories, and play-grounds, and with kind treatment, being well clothed and having plenty to eat, they seem to have all that is necessary for health and comfort. They have attended school throughout the year, with the exception of short vacations, and have made fair progress in their studies.

The pauper girls continue to occupy the wooden building formerly occupied by the pauper boys. They have attended school throughout the year. They are generally too young to be far advanced in books.

The Rev. Mr. Dadmun makes the following statement in regard to the schools of this department. "The teachers in the Almshouse have labored as faithfully as the other teachers, but may not show so good a record because they have not the material to work with. These boys and girls are sought for and taken out by the friends of the poor, just as soon as they become old enough to do any service, on the condition, of course, that they shall be well cared for and educated. These circumstances prevent us from making any great exhibition of success here; but if the public knew how many have been placed in good homes, and how well they are doing, with hardly an exception, they would be perfectly satisfied with the expenditures of this department."

QUARANTINE DEPARTMENT.

No. of patients remaining in hospital May 1, 1870 .		3
" " received during the year . . .		52
Total		55
Discharged during the year, recovered . .	41	
Died " " "	4—	45
Remaining May 1, 1871		10

Last summer, the building on Gallop's Island near the steamboat wharf, and formerly occupied by the Quartermaster's department during the war, was thoroughly repaired, remodelled and fitted up for a small-pox hospital. The building adjoining was also repaired, and arranged for the cooking department of the hospital. Unless this class of patients very much increase in numbers above those treated for three years past, these buildings will answer the requirements of such patients for a number of years.

The building now occupied by officers in charge of the Island, and prisoners detailed from the House of Industry, for labor there, is very much out of repair, and will require a thorough overhauling to render it comfortable as a residence for another winter.

HOUSE OF REFORMATION DEPARTMENT.

The whole number remaining May 1, 1870, was,	
Boys	242
Girls	37
Total	279
Whole number committed during the year,	
Boys	192
Girls	22
Total	214

Offences for which committed:

	Boys.	Girls.	Total.
Juvenile vagrants	78	15	
Truancy	77	2	
Stubborn children	6	2	
Larceny	27	1	
Assault and battery	2		
Malicious mischief	1		
Playing quoits on the Lord's day	1		
Lewdness		1	
Common beggar		1	
	192	22	214

Whole number discharged during the year,

Boys	165
Girls	21
Total	186

WHY DISCHARGED.

	Boys.	Girls.	Total.
By sentence having expired	108	8	
Directors, on probation	56	13	
Death	1		
	165	21	186

Remaining May 1, 1871:

Boys	269
Girls	38
Total	307

Length of sentences during the year:

	Boys.	Girls.	Total
3 months	1		
4 "	2		

6 months	15		
12 "	55	2	
14 "	1		
15 "	3		
16 "	1	1	
18 "	2		
24 "	75	14	
During minority	37	5	
	192	22	— 214

Birthplaces:

	Boys.	Girls.	Total.
Boston	112	12	
Other places in Massachusetts	39	3	
" States than "	10	3	
England and British provinces	12	2	
Ireland	10		
Unknown	4	2	
Scotland	3		
Mexico	2		
	192	22	— 214

Ages of those committed during the year:

	Boys.	Girls.	Total.
7 years	1		
8 "	12		
9 "	10		
10 "	21		
11 "	25	6	
12 "	30	3	
13 "	30	4	
14 "	33	2	
15 "	20	5	
16 "	10	2	
	192	22	— 214

Largest number of boys during the year					.	.	.	272
Smallest	"	"	"	"	.	.	.	224
Average	"	"	"	"	.	.	.	242
Largest	"	of girls	"	"	.	.	.	40
Smallest	"	"	"	"	.	.	.	31
Average	"	"	"	"	.	.	.	36

In the general management of this department, no change of programme has been made from that of former years. The larger boys have worked on the farm and other outside work six months, and have attended school the other six months of the year. The smaller boys have attended school the entire year.

It is due to the teachers to state, that owing to their energy and industry, the progress made in studies has been commendable. It has been our good fortune to have secured the services of those who are experienced and competent teachers. The boys will compare favorably in knowledge with those of the same age in our public schools.

The discipline of the institution, which is necessarily strict, has been fully maintained, yet rendered as mild as circumstances would permit. The boys have generally shown a disposition to obey all rules, consequently punishments are not frequent.

The health of the boys has been remarkably good. One death has occurred, making only three deaths during the past six years, which speaks well for the sanitary condition of this department.

The girls' school has been successfully conducted. As in former years, the girls have been taught the different branches of house-work, in addition to their regular studies. The teacher and matron have been faithful in the discharge of their duties.

No death has occurred, and very few cases of sickness have appeared.

Under the instruction of the Rev. Mr. Dadmun, the pupils of the several schools are taught singing, and in this much interest is manifested.

Mr. Dadmun's report, as superintendent of schools, is as follows: "The past year has been marked by a decided improvement in the schools connected with these institutions. The whole number of schools is seven; five in the House of Reformation, and two in the Almshouse. The schools in the reformatory department have been remarkably successful. The order and discipline have been unexceptionable. In arithmetic, writing, and vocal music, the boys and girls of this department seem to excel. Much of the success must be attributed to the fact that we have had an excellent corps of competent teachers, who have been constant and untiring in their efforts to educate and improve the minds and morals of this unfortunate class of children. In addition to this, we have had an unusually large number of smart, active boys, who seemed to feel the importance of mproving their time in acquiring a practical education. And, lastly, your daily visits to the schools have prompted both teachers and pupils to do the best they could. You have great reason to be highly gratified with the work of this department."

HOUSE OF INDUSTRY DEPARTMENT.

The whole number of inmates remaining on May 1, 1870, was
Males, 156; females, 209. Total, 365.
Children of sentenced mothers, 7.
Committed from May 1, 1870, to April 30, 1871, inclusive:
Males, 1,431; females, 2,083. Total, 3,514.
Discharged from May 1, 1870, to April 30, 1871, inclusive:
Males, 1,358; females, 2,040. Total, 3,398.
Remaining May 1, 1871:
Males, 229; females, 252. Total, 481.
Children of sentenced mothers, 13.

Deaths during the year:

Males, 2; females, 6; children of sentenced mothers, 0. Total, 8.

Largest number of inmates during the year, 519.

Smallest " " " " 334.

Average " " " " 454.

Sentences of those committed during the year:

For non-payment of fines and costs	2,497
" 1 month	39
" 2 months	400
" 3 "	201
" 4 "	137
" 5 "	24
" 6 "	204
" 12 "	8
" 18 "	1
" 24 "	3
Total	3,514

Offences for which committed:

Drunkenness	2,617
Common drunkards	480
Larceny	110
Vagrants	85
Assault and battery	77
Idle and disorderly	54
Common night-walkers	48
Common beggars	12
Fornication	11
Breaking glass	9
Stubborn children	7
Obtaining property by false pretenses	2
Lewdness	2
Total	3,514

This department, as well as the almshouse department, has been very much crowded during the past three years. With the increasing territory of the city, it is not to be presumed that any relief will be given by a diminished number of inmates. It is hoped that relief will soon be afforded by the erection of a new almshouse, in order that the wings of the building, now occupied by the almshouse department, may be converted into dining rooms, dormitories, &c., for the House of Industry inmates.

The female labor has been employed in making contract and institution clothing, mending, cooking, washing, scrubbing, taking care of the sick, &c. The male prisoners have been employed on the farm, and other various kinds of labor in and about the institution. Many of both sexes come here physically incompetent to perform any kind of work, who have to be supported without any return being made by them. The short term of sentences is prejudicial to the interest of the institution, as well as to many of those sentenced. In many instances, by the time the physician has placed them in a working condition, their sentences expire, — they are discharged, and many go back to the city only to fall into their old habits of intemperance, and are soon returned again to the institution enfeebled in body and mind. For the good of the community, and as well for the good of this class of prisoners themselves, a much longer sentence than is now imposed by the courts would be desirable. About two-thirds of the sentences are for drunkenness, and for thirty days only. In this short time the thirst for intoxicating liquor is not abated. It is of frequent occurrence that prisoners discharged in the afternoon, are committed to the institution the following day. Would there not be more hope of reforming such by imposing a much longer sentence, and really benefit this unfortunate class, both mentally and physically?

A record of the weight of sentenced inmates on admission

and discharge has been kept, showing an average increase of weight as follows: —

Males, 4 pounds 11 ounces 4 drachms.
Females, 9 " 11 " 9 "

Fines and costs for 309 prisoners have been paid during the year, amounting to two thousand eight hundred sixty-two dollars and thirteen cents ($2,862.13) all of which has been paid to the city treasurer as *County* income.

Our agricultural pursuits received two severe checks during the season. First, the hail tempest of June 20th, coming with such violence as to destroy vegetation to a great extent. Second, the drought, lasting almost the entire season, causing damage to farming operations throughout the State. Notwithstanding these checks, the past season may be considered a prosperous one. The hay crop was large, and secured in excellent condition. The onion crop was good, though not so large as last year. The farm has supplied all vegetables used on the Island by officers and inmates, except potatoes. The following is a list of the principal articles of produce raised, viz: —

Hay,	150 tons.
Corn Fodder,	35 "
Pumpkins,	3 "
Squashes,	4 "
Beets, including Mangolds,	7,000 bushels.
Onions,	3,300 "
Carrots,	2,300 "
Turnips,	1,300 "
Potatoes,	700 "
Tomatoes,	475 "
Parsnips,	50 "
Corn,	50 "
Cabbage,	7,000 heads.

The farm house, which was erected last year, has proved to be just what was required here. The dairy connected therewith has furnished all the milk used on the Island, and has made two thousand one hundred and twenty-two pounds butter (2,122 lbs.)

The piggery has furnished the very large amount of fresh and salt pork, hams, lard, &c., used on the Island by our officers and a large average number of inmates, and the following sales have been made in addition to supplying our wants, viz: —

Pork, ...	$1,472 53
Hams, ...	93 43
Pigs and shotes, ...	371 77
	$1,937 73

The cost of running the piggery for meal, shorts, and pay of an overseer, has been $1,394.30. It will be seen that our swill and roots fed to the hogs, has given us all of our pork used on the premises, free of any cash cost, with a balance in our favor derived from sales over and above our cash expenditures of $543.43. We have now on hand 23 bbls. salt pork, and 86 smoked hams and shoulders.

Gas for supplying all of the inhabited buildings on the Island, has, as heretofore, being made on the premises. The average cost per 1,000 cubic feet, for material used in making the same, has been $1.05.

Earth closets have taken the place of the vaults of the farm house and new pauper school. They have worked entirely satisfactorily. It is recommended that they be generally substituted in all departments on the Island where vaults are used. This will cause a considerable outlay at first, which will be repaid in health and comfort of officers and inmates. With our large number of inhabitants, vaults have to be frequently cleaned. This work necessarily becomes a nuisance while being carried on. With earth closets this trouble is removed, as no smell arises from the deposits.

New and very substantial soap-stone sinks have been put in the main kitchen, and boys' House of Reformation dining-hall.

The entire roof of the wing occupied below by the House of Industry, and above by the House of Reformation department, has been recovered with composition. The roof being flat, it is with great difficulty that leaks can be prevented near the walks and towers.

The building on the steamboat wharf is old, dilapidated, unfit for the purposes required, and not in keeping with most of the buildings on the Island. It has but two rooms on the lower floor, in which paupers, prisoners and House of Reformation children have to mingle on admission and discharge. The one used as a reception room is small, low studded, badly ventilated, and not at all up to the requirements. This building is also used for the reception of relatives and friends of House of Industry inmates, and House of Reformation boys on visiting days. Its capacity will not accommodate more than half of such visitors, while the remainder are obliged to remain on the wharf, exposed to the cold and storms of winter, and heat of summer. It is recommended that this subject receive the early attention of the Board of Directors, and that the necessary steps be taken towards erecting a building that will meet the wants of the institution.

It is also recommended that a substantial brick building be erected, to be suitably divided into carpenter, blacksmith and paint shops. The buildings now used for these departments are old, scattered about, and poorly adapted for such purposes. The site recommended is in the rear of the wooden building now used as a carpenters' shop, and to be far enough back from the road to admit of carts, wagons, &c., under repair, to remain in front of the building without obstructing the road.

The action of the sea has continued to fill in that part of the island near the wharf at the "Gut," so that the extension of the wharf has become an imperative necessity. It is with difficulty

that the small boat can effect a landing on the steps at the extreme end of the wharf at low tide.

The steamboat wharf, by constant repairing, has lasted through the year. It is now necessary to thoroughly repair it. It will require almost entire new planking, and a number of oak piles will have to be driven to place it in a secure and proper condition.

It is recommended that telegraphic communication between the City Hall and the Island be established. In case of an extensive conflagration, or any serious trouble here, our method of communication would be by a special mesenger, via Point Shirley. The "Gut" not being passable at all times to get a team across, hours might elapse before communication could be had with the city.

The grading of the bank between the blacksmith's shop and piggery, on which a portion of the reformation boys have been employed for several summers past, was finished last fall, and a good road made, running parallel with the bank. These improvements have greatly added to the general good appearance of that part of the Island.

A substantial sea wall, running three hundred feet in an easterly direction from the steamboat wharf, and thence at right angles two hundred and twenty feet to the Island, has been laid by contract. It has been ballasted in a superior manner and a part filled in. To complete the filling will be a work of some two or three years, though enough can be filled in another year to erect coal sheds on, for which purpose the wharf is being made. The Island has always felt the necessity of sheds for housing the large amount of fuel required.

One of the most important improvements during the year has been the introduction of Mystic water. The water pipes (connecting with those in East Boston) have been laid *to* the Island, and some 3,400 feet laid *on* the Island. To fully complete the work, and carry the water to all the occupied buildings, requires

that some 3,450 feet more pipe be laid. As far as laid, a sufficient number of hydrants have been set, to guard against destruction by fire. A *double* eight-inch pipe, with flexible joints, has been laid across "Point Shirley Gut," so that if an accident occurs to one pipe the other can supply the premises with water.

The superintendent's house has been thoroughly repaired. The old graining has been scraped and burnt off, and the wood work painted white throughout. This change has removed the former gloomy appearance, and made all the rooms light and cheerful. The painting, with the exception of one man to superintend the work, was done by prison labor.

The average number of inmates of the several institutions for the past year, has been as follows, viz: —

Almshouse	277
House of Reformation for boys	242
" " " girls	36
House of Industry	454
Making a total average of	1,009

Religious services are held in the chapel every Sunday. It is a very rare occurrence that any inmate expresses a desire to remain away from chapel. The services are instructive and interesting. The chaplain also comforts the sick and infirm, officiates in cases of death, and devotes his whole time to the services of the institutions.

The reports of the chaplain and resident physician, giving details of their labors, are hereunto annexed.

In the latter part of January last, the Superintendent visited the following charitable and reformatory institutions, viz: Institutions on Blackwell's Island, and Sing Sing Prison, New York; House of Refuge, Penitentiary, Almshouse and Lunatic Hospital, Philadelphia; Workhouse and House of Refuge, Cincinnati; House of Refuge, St. Louis; Illinois State Penitentiary at Joliet, and House of Refuge, Chicago. Through the courtesy

of the gentlemen having the charge of these institutions, every facility was given for examination and information.

To the corps of officers, teachers and matrons who have labored faithfully in the discharge of their duties, and thereby aided me in the discharge of mine, my commendation is here expressed and recorded.

In closing these reports, my sincere thanks are tendered to the members of the Board for their uniform courtesy towards me. My special thanks are tendered to the President, who has permitted me to call upon him for advice and suggestions in regard to the general management of affairs connected with the several institutions under my charge.

Respectfully,

GUY C. UNDERWOOD,

Superintendent.

REPORT OF THE CHAPLAIN.

GUY C. UNDERWOOD, ESQ., *Superintendent of Deer Island Institutions* : —

SIR, — The following is most respectfully submitted as the Annual Report of the chaplain.

In addition to our regular Sabbath services, we have sent to the "Home for Discharged Female Prisoners," at Dedham, thirty-four women; administered the temperance pledge to about one hundred and twenty persons, including both sexes; and held funeral services over the remains of forty-three, who have died during the year. Old age has borne down to the grave an unusually large number of the inmates of the almshouse within the past six months. All possible care has been bestowed upon them, and yet we are reminded "the old *must* die."

Some of the discharged female prisoners, who have been persuaded to go to the Dedham Home, have become sober and industrious, and are now in good families, doing well. We wish we could say this of all, but we cannot. Some have friends in the city who are constantly urging them to return, and when once they yield, they almost invariably fall into their old habits of drunkenness, "like the sow that was washed to her wallowing in the mire." I do not see that we can do more than to continue our efforts and save the few, illustrating the Scripture truth, "Many are called, but few are chosen."

In regard to the children, we have one fact to record, which is very encouraging. *It is very seldom that any of them ever return to this Island.* This we attribute not only to the moral and

religious influences exerted over them, but to the common-school training they receive in the House of Reformation. Habits of cleanliness and discipline must produce a salutary influence upon all, but particularly upon those whose former life has been most irregular and filthy.

It is said, "Order is Heaven's first law;" and if so, you, as Superintendent of these institutions, are taking one very important step towards leading the inmates to a better and a higher life; for no one who has visited this Island can have failed to witness the most perfect order in every department.

Some parts of our libraries are in very good condition; others need replenishing very much. The books are distributed as follows:—

Almshouse	473	vols.
House of Industry	75	"
" " Reformation	823	"
	1,371	"

Quite a number of the inmates of the almshouse are aged and infirm, and have nothing to do but to read. We try to supply them with reading matter, but find it very difficult with the limited supply we have on hand, or can obtain. We are grateful to the friends who have already contributed books and papers for this department, and hope others will be induced to do likewise.

Accept my sincere acknowledgments for the assistance you have so kindly rendered me in the discharge of the various duties of my office.

Very respectfully yours,

J. W. DADMUN,
Chaplain.

DEER ISLAND, April 29, 1871.

REPORT OF THE RESIDENT PHYSICIAN.

To Guy C. Underwood, Esq., *Superintendent of Deer Island Institutions:*

Sir, — The following is respectfully submitted as the Annual Report of the Medical Department of the institutions under your charge: —

ALMSHOUSE.

Patients remaining in Almshouse Hospital, May 1, 1870,		36
Admitted:		
Males	167	
Females	103	
	—	270
		306
Discharged	217	
Died	51	
	—	268
Remaining in Hospital, May 1, 1871		38

Largest number in hospital at any one time	50
Smallest number in hospital at any one time	18
Daily average number of patients in hospital	29

DISEASES IN ALMSHOUSE.

Intemperance, 52; consumption, 29; pneumonia, 24; syphilis, 23; delirium tremens, 18; paralysis, 13; ophthalmia, 9; bronchitis, and Bright's disease, each 8; abscess and diarrhœa, each

7; old age, ulcer, measles, rheumatism, insanity and parturition, each 6; asthma, 5; chicken-pox, fracture, febricula, debility, erysipelas, epilepsy and heart disease, each 4; scrofula, neuralgia, pleurisy and sprain, each 3; dysentery, marasmus, apoplexy, typhoid fever, synovitis and fistula, each 2; croup, herpes, amputation (toe), mumps, scabies, burn, tonsillitis, cystitis, dislocation, stricture, piles, prolapsus uteri, hooping cough, cholera morbus, scald, hysteria, menorrhagia, ovarian tumor, contusion, softening of brain and chorea, each 1.

DEATHS AND THEIR CAUSES.

Consumption, 14; pneumonia, 8; Bright's diease, 5; paralysis, 4; heart disease and old age, each 3; dysentery, apoplexy, convulsions, softening of brain, and delirium tremens, each 2; marasmus, typhoid fever, chronic diarrhœa and measles, each 1. Males, 33; females, 18; under one year of age, 1; between 1 and 10, 4; between 10 and 20, 1; between 20 and 30, 8; between 30 and 40, 5; between 40 and 50, 5; between 50 and 60, 13; between 60 and 70, 7; between 70 and 80, 4; between 80 and 90, 3.

HOUSE OF INDUSTRY.

Patients remaining in this hospital, May 1, 1870 . .		26
Admitted,		
Males	248	
Females	701	
		949
		975
Discharged	937	
Died	8	
		945
Remaining in hospital May 1, 1871		30

Largest number in hospital at any one time, 35.
Smallest " " " " 10.
Daily average number of patients in hospital, 23.

DISEASES IN HOUSE OF INDUSTRY.

Intemperance, 460; syphilis, 58; febricula, 43; ulcers, 33; diarrhœa, 30; contusion and consumption, each 29; pneumonia, 26; bronchitis, 21; delirium tremens, 18; neuralgia, 17; heart disease, 13; rheumatism, ophthalmia, incised wound, abscess and sprain, each 12; menorrhagia, 10; insanity and fracture, each 9; epilepsy, 8; erysipelas and hemorrhoids, each 7; chicken-pox, asthma, anæmia, debility, Bright's disease and cholera morbus, each 6; pleurisy, 5; dyspepsia, dysentery, tonsillitis and parturition, each 4; colic and hydrocele, each 3; fistula, burn, intermittent fever, stricture, paralysis, synovitis, teething, carbuncle, eczema, miscarriage, dislocation and old age, each 2; measles, needle in hand, cancer, prolapsus uteri, jaundice, hooping cough, orchitis, pleurodynia, scrofula, fatty tumor (removal of), apoplexy, incontinence of urine, chorea pharyngitis, aneurism, pericarditis, acne, congestion of lungs, hernia and suppression of menses, each 1.

DEATHS AND THEIR CAUSES.

Consumption, 4; erysipelas, apoplexy, pneumonia and heart disease, each 1.

Males, 2; females, 6; under 20 years of age, 1; between 20 and 30, 5; between 40 and 50, 1; between 50 and 60, 1,

HOUSE OF REFORMATION.

Patients remaining in hospital, May 1, 1870. . .		2
Admitted,		
Boys	99	
Girls	1	
	—	100
		102
Discharged	95	
Died	1	
	—	96
Remaining in hospital, May 1, 1871		6

Largest number in hospital at any one time . . .	18
Smallest number in hospital at any one time . . .	1
Daily average number of patients in hospital . . .	3.40

DISEASES IN HOUSE OF REFORMATION.

Mumps, 20; febricula, 16; Spanæmia, 13; diarrhœa, 11; abscess and pneumonia, each 7; ophthalmia, 6; tonsillitis, 5; sprain, 4; scrofula and typhoid fever, each 2; urticaria, lacerated wound, incontinence of urine, scabies, cholera morbus, rheumatic arthritis, fracture, contusion, heart disease and bronchitis, each 1.

Only one death has occurred in this department, Timothy Flynn, aged 9 years, of consumption, April 16.

RECAPITULATION.

Whole number of patients in Hospitals, May 1, 1870.		
Almshouse	36	
House of Industry	26	
House of Reformation	2	
		64
Admitted,		
Almshouse	270	
House of Industry	949	
House of Reformation	100	
		1,319
		1,383
Discharged,		
Almshouse	217	
House of Industry	937	
House of Reformation	95	
		1,249

Died,		
Almshouse, ...	51	
House of Industry	8	
House of Reformation	1	
	—	60
		1,309
Remaining in Hospitals, May 1, 1871.		
Almshouse	38	
House of Industry	30	
House of Reformation	6	
	—	74
Largest number of patients in the hospitals at any one time		80
Smallest number of patients in the hospitals at any one time		37
Daily average number of patients in the three hospitals		55

The preceding figures represent only the number of patients who are treated for more than one day in hospital. The number also who are seen and prescribed for, outside of the hospital, will average about one hundred daily. Epidemics and contagion have not disturbed the inmates of the Institutions for the past year.

Respectfully submitted,

S. H. DURGIN,

Resident Physician.

REPORT OF THE PORT PHYSICIAN.

To the Board of Directors for Public Institutions:

Gentlemen, — The Annual Report of hospital records and fees collected in quarantine for the year ending April 30, 1871, is herewith respectfully presented: —

Patients remaining in hospital May 1, 1870 .		3
Admitted,		
Males	29	
Females	9	
		38
		41
Discharged	28	
Died	4	
		32
Patients remaining in hospital May 1, 1871 .		9
Persons remaining in hospital not sick . .		1
Number of persons at quarantine May 1, 1871		10
Number of persons taken from vessels not sick		2
Number of persons received from city not sick		12
Whole number received who have not been sick		14
Whole number admitted, sick and well . .		52

One man, not included in the above numbers, died on board steamer "Henry Morrison," on his way from the city to quarantine; disease unknown.

By order of the Board of Health, quarantine on vessels was observed from June 1, 1870, until November 1, 1870, during which time the following number of vessels were inspected and fees collected: —

Steamers	46 at	$8 00	$368 00
Ships	47 "	8 00	376 00
Barques	134 "	8 00	1,072 00
Brigs	186 "	5 00	930 00
Schooners	117 "	5 00	585 00
Total	530		

The following bills have been collected for board of patients and disinfecting vessels: —

Collected on steamer "City of Antwerp"	$90 00
" brig "Montrose"	10 00
" brig "Mary C. Comery"	10 00
" barque "Alexandrina"	32 00
" barque "Clotilde"	34 00
" barque "Shawmut"	10 00
" brig "Navarino"	62 00
" schooner "S. V. Nichols"	25 00
" steamer "Tarifa"	10 00
" steamer "Samaria"	24 75
" steamer "Calabria"	17 25
" steamer "Siberia"	78 00
Collected for discharging and storing rags	59 00
	$3,793 00

Under a recent order of the Board of Health, vessels with sickness on board, at the time of arrival at this port, have been stopped during the past month. Two have brought small-pox patients, who have been taken to the quarantine hospital. The vessels required disinfecting, for which small charges were made, but are not yet collected.

Respectfully yours,

S. H. DURGIN,

Port Physician.

QUARANTINE STATION, DEER ISLAND,
BOSTON, May 1, 1871.

REPORT OF THE SUPERINTENDENT OF THE BOSTON LUNATIC HOSPITAL.

To the Board of Directors for Public Institutions:

Gentlemen, — On the first day of May, 1870, there were two hundred and twelve patients in the hospital, of whom one hundred and twenty were men and ninety-two were women. Fifty men and fifty-five women have been admitted, and forty-six men and thirty-eight women have been discharged, during the year. The number under treatment at the opening of the year was two hundred and twelve, while to-day it is two hundred and thirty-three. And, during the year, three hundred and seventeen insane and sick persons have been cared for, as well as we were able to do it with the means at command, in our six small, inconvenient, crowded and unventilated wards.

Of the admissions, one hundred were by order of the Judge of Probate, and five by the Superintendent, three of the five making *personal* application for protection and care, and all of them appearing under clear emergency. For two of the five, the order of the magistrate was promptly issued, and the other three, having no legal claim upon us, were transferred to other hospitals as soon as their friends could be found, and the necessary measures taken. A noticeable feature of the admissions the past year has been the prevalence, to an unusual degree, of severe and dangerous physical disease, compelling us, at the outset, to give the friends little or no hope, not merely of mental recovery, but of life. A proportionately large number have been found to be afflicted with chronic organic disease, especially of the brain, which, though not immediately dan-

gerous to life, would not admit of recovery, but must sooner or later terminate in death. But one case of delirium tremens has been sent here during the year, and that happened through the inability of the physicians to obtain accurate information in regard to it. Of the whole number of admissions, five had previously been inmates of this, and nine more of other hospitals.

Of those discharged, twenty-seven were recovered, six were more or less improved, ten were not improved, and forty-two died. Six of the unimproved were transferred to other hospitals or institutions.

Of the deaths, eleven were from consumption, six from general paralysis, five from exhaustion, four each from meningitis, paralysis and dysentery, two each from pneumonia, disease of the heart and obscure disease of the brain, one from accidental drowning, and one by suicide.

The death from drowning was that of a young man who, after a residence of eighteen months here, had fully recovered from a severe attack of chronic melancholia. He was waiting until his friends could procure him employment. Bathing one day, as was his custom, in the salt water within the enclosure, he was seized with cramps and sunk. Though speedily raised, life was gone. The death by suicide was the second only that has occurred here in twenty years. The patient was well known in this community, and had been, for several years, one of the directors of this hospital. He had been a resident here about four months, and, though laboring under the severest form of depression, had exhibited no sign of suicidal tendency. He was always vigilantly cared for. In the morning of that day, he had a severe paroxysm of depression, but was easily lifted out of it, and through the day was thought to be unusually cheerful. Towards evening his attendant gave him his medicine, and took his directions for supper. Fifteen minutes later he was found quite dead at the lower foot of his bedstead. It was, doubtless, a *suicidal impulse* which swept down upon him and bore him re-

sistless away. It is a curious circumstance that, thirty years ago, he assisted in raising a friend who had taken his life in precisely the same way. Although the unwelcome event was quickly known throughout our wards, strange to say, it called out no imitators, even among those whose suicidal proclivities were pronounced and active. This was referred to as the second only in twenty years, not to claim credit therefor, but rather in simple thankfulness for the singular exemption. We claim to be careful and vigilant, as we ought to be in such cases; but untoward accidents like this happen in other places, where they exercise equal if not greater vigilance, and what occurs there may surely repeat itself here, at any moment.

The general health of the hospital has been good throughout the year. During July and August, diarrhœa worried us not a little; but the early lighting of morning and evening fires abated it at once. Of the four deaths from dysentery, three were symptomatic only of the approaching dissolution. No epidemic has prevailed, and no contagious disease has found foothold here, except the mumps, which spread pretty extensively among officers and patients. Organic disease of the brain has been a prolific cause of death, but death from consumption has increased more rapidly, and, if there be any truth in the theory of "re-breathed air," as a cause of consumption, our records in the future must show a great increase of this terrible disease. The three hundred cubic feet of air as a maximum, where one thousand should be the minimum, must soon be stripped of all life-giving principle, and loaded with disease and death. That the medical profession can be silent witnesses of a wrong so manifest is inexplicable; and yet but one such journal (the *Gynœcological*) has uttered one word in behalf of these suffering and helpless (must it also be written *hopeless?*) persons.

A few weeks more will complete the twentieth year of the present management. A brief retrospect may be neither inappropriate nor unprofitable.

Twenty years ago, with about the same number of inmates (for then we were compelled to provide for patients belonging to the State), the hospital was officered by a superintendent, assisted only by an irresponsible and unrecognized medical student, a steward and matron, a cook, a seamstress, a laundress, a baker, a general attendant, an attendant for each ward, one flying attendant for each wing, and a cottage attendant. Each ward was lighted by a single globe lantern. The wards had only a few benches for furniture, and the sleeping room contained only a bedstead, with straw bed, and a stationary plank seat in a corner. A few old volumes offered all the means for reading and instruction, and an occasional violin, or hand-organ, furnished all the amusement and recreation.

Under the progress made in the knowledge and treatment of this disease, the hospital is officered to-day by a superintendent, an assistant, an apothecary, a marketman, a gatekeeper, a gardener, a baker, two general attendants, a housekeeper, a seamstress, three laundresses, three cooks, a supervisor and assistant for the male wards, a female supervisor, a dining-room attendant for each wing, a night attendant for each wing, two attendants for each ward, and three for each of the excited wards, and a watchman. The wards are all lighted by gas, and have suitable chairs, tables and pictures.

The best wards have carpets and upholstered furniture and birds and engravings, and each room a nice bedstead, with mattresses and feather pillows, one rocker and one common chair, a bureau, a washstand, a mirror, a work-table, and a curtain to the window, and a carpet. Two pianos, a Mason & Hamlin organ, a library of nearly eight hundred volumes, a magic lantern, a magic repertory, two billiard tables, a bagatelle board, a bowling alley, a superior hand organ, a green-house and bird cases, newspapers and magazines add to our means for amusement.

Weekly social parties, the observance of all *holidays*, attend-

ance upon concerts, lectures, theatres and fairs, and the menagerie and circus; excursions by water, and occasional attendance at church in the city, break up the enervating monotony of hospital life. This change has been made, step by step, so gradually as almost to escape remark, and at a cost of only a little more than double that under the former system. Great as has been the progress here, it has been far surpassed in some other departments of the city's charities.

Twenty years ago, the class of patients that now fills the wards of the City Hospital was provided for in the hospitals at the House of Industry, at a cost of only about a dollar a week, (the State paying only seven cents a day); while now the best medical skill to be obtained, the most competent nursing, all that can be desired in the way of diet and medical supplies are furnished for their use, in spacious wards of modern construction, well lighted, amply furnished, thoroughly ventilated, and beautified by art, and at a cost to the city of more than ten times the former rates. Have not the insane, in their misery and helplessness, the right to ask for consideration approaching this in justice and liberality? Must they continue to suffer, and grow hopeless for lack of those saving means so freely lavished upon others less needy and helpless?

The year just closed has been singularly free from incidents of note. We have gone on in the even tenor of our way, accepting with gratitude the good results, however much we may have hoped for better.

The great hail-storm of last June, which ruined our garden and did us much damage by the breakage of glass at the greenhouse and on our roofs, deprived us of much anticipated pleasure.

The treatment, medical and moral, has been that heretofore in use here, with such changes and improvements as experience and the wisdom of others have suggested

In addition to our usual home amusements, we are indebted

to the liberality of the Board of Directors for frequent and enjoyable water excursions, for attendance on a liberal scale upon all the lectures of the past season, the fairs for the Hospital, for the Home and for the French, and also for a magnificent sleigh-ride freighted with pleasure and health.

We are under deep obligation to Mr. Cheney, of the Globe Theatre, for the privilege of enjoying the dramatic representations there, frequently and in large numbers, at less than half the usual rates; and to Wm. H. Baldwin, Esq., of the Y. M. C. Union, for free admission to all their entertainments.

Mrs. West, Mr. Edward Ripley and Director Noyes and friends, have each afforded us an evening of rare musical entertainment.

Our thanks are herewith tendered to Mr. Murray of the New York Circus, Mr. L. B. Lent of Lent's Circus, and to Mr. Bailey of the Circus and Menagerie, for unlimited admission to their performances.

We are indebted to Director Cumings for large packages of illustrated papers, and to Mr. Alexander Moore for a copy of "Good Health" and for a weekly bundle of "exchanges."

Dr. Geo. H. M. Rowe, Assistant Superintendent, and Rev. Joseph H. Clinch, Chaplain, have continued to discharge the duties devolving upon them with unabated interest and fidelity.

The officers and attendants have earned the word of commendation for the faithful discharge of their unpleasant but most important duties.

To the Board of Directors, to the Advisory Committee, and to President Bradlee, is due our gratitude, in fullest measure, for their wise and thoughtful and liberal consideration for this unhappy household,

Respectfully,

CLEMENT A. WALKER,

Superintendent.

Boston Lunatic Hospital, May 1, 1871.

REPORT OF THE DEPUTY MASTER OF THE HOUSE OF CORRECTION.

House of Correction, Boston, April 30, 1871.

To the Board of Directors for Public Institutions:

Gentlemen, — The following statistics, as the Report for the House of Correction for the financial year ending April 30, 1871, is respectfully submitted: —

The number of prisoners committed from May 1, 1870, to April 30, 1871, inclusive, has been,

Males	591
Females	201
Total	792

The recorded gain and loss in the weight of the prisoners committed and discharged is as follows: —

599 inmates gained 4,260 lbs. — average 7 lbs. 1 oz. 12 drachms.
176 " lost 1,061½ " " 6 " 0 " 12 "
Actual gain, 3,198½ lbs.
Actual average gain, 4 lbs. 2 oz.

Table No. 1.

Offences.

	Male.	Female.
Larceny	118	25
Common night-walkers		60
Vagabond	5	1
Malicious injury	2	
Numbers carried forward	125	86

	Males.	Females.
Numbers brought forward	125	86
Assault and battery	137	10
Drunkenness	37	10
Larceny from the person	36	12
Keeping a noisy and disorderly house	2	2
Breaking and entering a building with intent to steal therein	26	
Common drunkard	9	2
Larceny in a building	90	43
Conspiracy	1	
Receiving stolen goods	7	2
Driving a horse without legal right	1	
Forcibly and secretly and without legal authority imprisoning and confining a person within said commonwealth		1
Embezzlement	9	1
Attempting to commit larceny from the person	5	1
Idle and disorderly person	17	9
Assault	8	
Engaging in a prize fight	1	
Assault and battery with a knife	1	
Stubborn child	1	
Knowingly uttering a false forged indorsement		1
Attempting by threats to extort money	1	
Simple larceny	12	2
Maliciously breaking a door	1	
Disturbing the peace	1	
Indecent exposure	2	
Obtaining money by false pretenses	1	
Keeping a house of ill-fame	5	9
False impersonation		1
Unlawfully having in possession burglarious tools	1	
Numbers carried forward	537	192

	Males.	Females.
Numbers brought forward, . . .	537	192
Assault with a broom-stick	1	
Adultery	5	1
Unlawfully keeping for sale intoxicating liquor .	4	
Wantonly breaking glass	1	1
Maliciously destroying personal property . .	1	
Fornication	3	4
Breaking glass	4	1
Attempting to commit larceny in a building . .	4	
Indecent assault and battery	1	
Assault and battery with a dangerous weapon .	2	
Common beggar	1	
Unlawfully escaping from trial	1	
Open and gross lewdness	1	
Rescuing a prisoner from the lawful custody of an officer	2	
Obstructing a car on a horse-railroad . . .	1	
Assault upon an officer	3	
Maliciously driving a horse against the will of the owner	1	
Larceny in a vessel	1	
Escaping from House of Industry . . .	1	
Assaulting an officer of the peace . . .	4	
Threats	1	
Maintaining a tenement for the illegal sale and illegal keeping for sale of intoxicating liquors .	1	
Larceny in an unfinished dwelling . . .	1	
Assault with intent to murder	1	
Larceny on two counts	1	
Falsely impersonating another person with intent to defraud	1	
Assault and battery with bricks and stones . .	1	
Numbers carried forward, . . .	586	199

	Males.	Females.
Numbers brought forward	586	199
Larceny in a building, and having been, by the court adjudged a common and notorious thief . .		1
Attempting to break and enter a building with intent to steal therein	2	
Defrauding hotel keeper	1	
Lewd and lascivious cohabitation . . .	1	1
Cruel treatment of a horse	1	
Total, ...	591	201

TABLE No. 2.

Sentences.

	Males.	Females.
20 days	2	
30 "	4	
40 "	1	
60 "	1	1
1 month	16	3
2 months	50	27
3 "	98	42
4 "	39	28
5 "	12	2
6 "	80	30
7 "	1	
8 "	22	5
9 "	7	6
10 "	2	
11 "	1	
12 "	68	14
14 "	1	
15 "	4	
18 "	17	4
Numbers carried forward	426	162

	Males.	Females.
Numbers brought forward	426	162
20 months	1	
21 "	1	
24 "	36	6
28 "	1	1
29 "		1
30 "	4	
36 "	2	1
60 "		2
72 "		1
Fine and costs	120	27
Total	591	201

TABLE No. 3.

Ages of Prisoners Committed.

	Males.	Females.
20 years and under	140	30
20 to 30 years	282	119
30 " 40 "	95	37
40 " 50 "	48	12
50 " 60 "	22	3
60 " 70 "	4	
	591	201

TABLE No. 4.

Number of times committed to this institution.

	Males.	Females.
First time	392	107
Second "	111	39
Third "	48	28
Fourth "	23	14
Fifth "	13	5
Sixth "	3	7
Seventh "	1	
Eighth "		1
	591	201

TABLE No. 5. — *Nativity.*

Massachusetts	280
New Hampshire	17
Maine	31
Rhode Island	7
Connecticut	7
Vermont	4
New York	34
Maryland	12
New Jersey	3
Pennsylvania	8
Illinois	3
Georgia	2
Virginia	7
Ohio	3
North Carolina	1
Tennessee	2
Louisiana	1
California	1
Missouri	1
Alabama	1
Washington, D. C.	5
Natives of the United States	430
England	74
Ireland	234
Scotland	13
France	3
Germany	3
Portugal	1
Greece	1

Denmark	2
Prussia	1
Switzerland	1
Russia	1
British provinces	28
	792

TABLE No. 6.—*Employment.*

	Males.		Females.
Making brushes	93	Making contract work	98
" shoes	334	" prison clothing	5
Sewing machines	45	Domestics	23
Lumpers in yard and garden	34	Prison cooks	18
Tailors	2	Washing	20
Shoemakers	3	Mending	4
Carpenters	2	Prison sweeps	10
Bakers	5	Yard and shop sweeps	6
Prison sweeps	8	Hospital nurses	3
Whitewashing	7	Knitting	1
Tinsmiths	2	Runners	4
Barbers	2	Institution	4
Blacksmiths	1	Invalids	5
Hostlers	5	Total	201
Gatemen	4		
Runners	5		
Hospital nurses	3		
Firemen	8		
Gas works	6		
Pieggry	2		
Doortenders	4		
Blocks	12		
Invalids	4		
Total	591		

Number committed from each Court.

Superior Court		287
Municipal "		398
" "	South District	45
Police "	Chelsea	60
" "	Dorchester	2

Fine and Costs.

The amount received from fine and costs and paid to the City Treasurer is $834.82.

Whole number committed during the year.

Males	591
Females	201
Adults	622
Minors	170
Whites	734
Colored	58

Miscellaneous.

Cannot read or write	202
Can read, but not write	80
Persons born in Massachusetts who cannot read or write	20
Married	324
Intemperate	692
Discharged on expiration of sentence	693
Paid fine and costs	29
Discharged as poor convicts unable to pay fine	72
Escaped	2
Arrested and returned	1
Pardoned by the Governor	26
Pardoned by Directors	3
Discharged by order Municipal Court for non-payment of fine and costs, after serving three months	46
Died	4
Transferred to State Lunatic Hospital	4

Discipline.

During the past year, the discipline of the prison has been fully kept up to the standard required by the Board.

Room.

We are still incommoded from the number of male prisoners being greater than the number of cells, and we are obliged to keep from twenty-five to sixty in the prison attic.

Water.

During the scarcity of water in Lake Cochituate, last winter, notice was received from the Registrar that the quantity used by "manufacturers and others" would be reduced, if the dry season continued.

Measures were accordingly taken to comply with this then apparent necessity, and at a very trifling expense a pipe was conveyed from a long disused well in the cellar of the brush-shop, which was found sufficient to supply water to the boilers both for heating the buildings and for running the machinery. We began to use this well water on the 26th of January, and the saving has proved to be equal to an average of 2,000 gallons daily.

Fire.

On the morning of the 25th of February, the large building containing the chapel, the women's sewing room, and the shop occupied by the men employed on sewing machines, was totally destroyed by fire, together with all its contents, comprising eight sewing machines, a large quantity of finished work, a heavy amount of goods waiting to be made up, and the steam engine in the cellar. The fire also communicated to the roof of the brush shop, destroying much of the stock of W. W. Eastham, Esq , the brush manufacturer, together with the officers' sleeping rooms. A report of this unfortunate affair was made to the Board at the time.

I would here express my thanks to Dr. C. A. Walker, Superintendent of the Lunatic Hospital, and Guy C. Underwood, Esq., Superintendent of the Deer Island Institutions, for their kindness in offering assistance, on this occasion.

Repairs.

Steps were immediately taken, under direction of the Board, to repair the damage to the brush shop, and in about four weeks from the date of the fire, a new shop for sewing machines to be run by male prisoners, was in operation, with thirty-six new machines in the upper part of the new building, which had been previously used by the brush manufacturer for storing his stock. The officers' rooms are also completed, and ready to be occupied, as soon as the necessary furniture can be placed in them.

A temporary work-room was immediately fitted up in a part of the old shop (which had been used for a lumber room since the removal to the chapel building), in which twenty sewing-machines are now running.

Work.

In both departments of the prison, the sewing machines have been in full operation for about eight months of the past year. For nearly three months work was slack and irregular, owing to depression in business, and for one month there was almost a total cessation of work, caused by the fire. There are now fifty-six machines in full operation in both departments.

At present there are no prisoners unemployed.

Gas Works, Garden, and Piggery.

There is nothing special to report in reference to either of these departments. Everything has been conducted as usual, and all are in good condition.

Health.

The general health of the institution has continued good. There have been rather more patients than usual in the male

hospital, but very few serious cases. Rheumatism has been unusually prevalent. The deaths have been as follows: —

Thomas Duffy, died October 18, 1870, of aneurism.
William Edwards, died January 30, 1871, of pneumonia.
Thomas Moore, died February 11, 1871, of Bright's disease.
John Waters, died April 12, 1871, of scrofula.

The Late Master.

On the 27th of March, after a lingering illness of over four months. Captain Charles Robbins, for nearly thirty-eight years Master of this institution, departed this life. Captain Robbins was in many respects a man admirably adapted for the situation which he so long and so successfully held. Firm and fearless in the discharge of duty, just in the administration of discipline, and kind-hearted whenever an opportunity for showing kindness occurred, he secured the respect and good will and prompt obedience of those under his control.

Religious Services.

Since being deprived of the chapel, it has been impossible to make any arrangements for assembling the male prisoners on Sunday. That day is, therefore, spent in the prison. The Chaplain occupies a portion of the afternoon in conversing with them in their cells. The women's work-room is fitted up as a chapel on Sundays, and the female prisoners are assembled there in the forenoon for religious services. A Roman Catholic priest visits the institution whenever his special services are required by any of the inmates.

Library.

Many of the prayer and library books were destroyed at the time of the fire, but new ones are being gradually added to replace them.

Conclusion.

In concluding this Report, I would say that all the employees of this institution have faithfully performed their respective duties; and, with many thanks to the Board, especially the President, for the kindness and courtesy shown me, I conclude this report.

Respectfully,

CHARLES H. DAVIS,
Deputy Master House of Correction.

MEMBERS OF THE BOARD FROM ITS ORGANIZATION.

First Board elected October 12, 1857,

Organized October 16, 1857.

The members of the Board of Directors, since the organization of the Board, and their several terms of service, have been as follows: —

ORIGINAL BOARD, 1857.

Seth Adams, Ezra H. Baker, Timothy C. Kendall, Thacher Beal, John Flint, Stephen Tilton, Moses Kimball, Otis Kimball, Samuel P. Oliver, Pelham Bonney, Joseph Smith, James H. Beal.

THACHER BEAL, *President.* SAMUEL P. OLIVER, *Clerk.*

BOARD OF 1858.

Seth Adams, Ezra H. Baker, Timothy C. Kendall, Thacher Beal,* John Flint, Stephen Tilton, Moses Kimball, Otis Kimball, Samuel P. Oliver, George A. Curtis, Pelham Bonney, James H. Beal.

MOSES KIMBALL, *President.* THACHER BEAL, *Clerk.*

BOARD OF 1859.

Moses Kimball, Otis Kimball, Samuel P. Oliver, Seth Adams, Ezra H. Baker, Timothy C. Kendall, Osmyn Brewster, Pelham Bonney, Joseph Smith, George A. Curtis, Francis E. Faxon, William Parkman.

MOSES KIMBALL, *President.* THACHER BEAL, *Clerk.*

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* Resigned July, 1858, and Joseph Smith chosen for the balance of the term.

BOARD OF 1860.

Seth Adams, Ezra H. Baker, Timothy C. Kendall,* Pelham Bonney, Osmyn Brewster, Joseph Smith, Moses Kimball, George A. Curtis, Otis Kimball, Francis E. Faxon, Joseph Robbins, Wm. W. Clapp, Jr.

JOSEPH SMITH, *President.* THACHER BEAL, *Clerk.*

BOARD OF 1861.

Pelham Bonney,† Osmyn Brewster, Joseph Smith, Moses Kimball, George A. Curtis, Otis Kimball, J. P. Bradlee, William Eaton, Wm. M. Flanders, George W. Parmenter, Justin Jones, James Riley.

JOSEPH SMITH, *President.* THACHER BEAL, *Clerk.*

BOARD OF 1862.

Moses Kimball, Otis Kimball, George A. Curtis, J. P. Bradlee, William Eaton, Wm. Flanders, F. W. Lincoln, jr., Justin Jones, Jonas Fitch, George W. Parmenter, James Riley, Seldon Crockett.

MOSES KIMBALL, *President.* THACHER BEAL, *Clerk.*

BOARD OF 1863.

William Eaton, J. Putnam Bradlee, W. M. Flanders, Justin Jones, Jonas Fitch, Amos A. Dunnels,‡ Moses Kimball, James Riley,§ Joseph T. Bailey, Joseph L. Henshaw, George W. Sprague, Granville Mears.

MOSES KIMBALL, *President.* THACHER BEAL, *Clerk.*

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* Deceased December 11, 1860.

† Deceased April 29, 1861. Ezra H. Baker elected for the residue of the term.

‡ In place of F. W. Lincoln, jr., resigned.

§ Deceased June 6, 1864. Wm. Fox Richardson elected for the residue of term.

BOARD OF 1864.

Moses Kimball, William Fox Richardson,* Joseph T. Bailey, Amos A. Dunnels, Justin Jones, J. Putnam Bradlee, Francis C. Manning, Henry A. Drake, G. Howland Shaw,† Sylvanus A. Denio, Jonas Fitch, Granville Mears.

MOSES KIMBALL, *President.* THACHER BEAL,‡ *Clerk.*

BOARD OF 1865.

Moses Kimball, Joseph T. Bailey, Francis C. Manning, William Cumston, William Fox Richardson, Henry A. Drake, J. Putnam Bradlee, Amos A. Dunnels, G. Howland Shaw,§ Sylvanus A. Denio, Jonas Fitch, Granville Mears.

MOSES KIMBALL, *President.* GUY C. UNDERWOOD, *Clerk.*

BOARD OF 1866.

Moses Kimball, Sylvanus A. Denio, J. Putnam Bradlee, William Cumston, Jonas Fitch, Avery Plumer, Amos A. Dunnels, Chas. S. Burgess, Francis C. Manning, Granville Mears, Henry A. Drake, Augustine G. Stimson.

MOSES KIMBALL, *President.* WM. WILLETT, *Clerk.*

BOARD OF 1867.

J. Putnam Bradlee, Moses Kimball, Avery Plumer, Amos A. Dunnels, Henry A. Drake, William Cumston, Jonas Fitch, Sylvanus A. Denio, Francis C. Manning, Charles S. Burgess, Lewis Rice, Samuel W. Hodges.

J. PUTNAM BRADLEE, *President.* WILLIAM WILLETT, *Clerk.*

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* In place of James Riley, deceased. † In place of Jonas Fitch, resigned.

‡ Deceased January 15, 1865.

§ Resigned February 10, 1865. Avery Plumer elected for the balance of term.

BOARD OF 1868.

J. Putnam Bradlee, Henry A. Drake,* Moses Kimball, Charles S. Burgess,† George W. Parmenter, Lewis Rice, Wm. M. Flanders, Edward A. White, Sylvanus A. Denio, Nathaniel McKay, Francis C. Manning, Patrick Donahoe.

J. PUTNAM BRADLEE, *President.* WILLIAM WILLETT, *Clerk.*

BOARD OF 1869.

J. Putnam Bradlee, Bradley N. Cumings, Geo. W. Parmenter, Patrick Donahoe, Sylvanus A. Denio, Nathaniel McKay, Wm. M. Flanders, Samuel C. Cobb, Lewis Rice, William Seaver, Increase E. Noyes, William Woolley.

J. PUTNAM BRADLEE, *President.* WILLIAM WILLETT, *Clerk.*

BOARD OF 1870–71.

J. Putnam Bradlee, Geo. W. Parmenter, Sylvanus A. Denio, Patrick Donahoe, Increase E. Noyes, Samuel C. Cobb, William Seaver, Nathaniel McKay,‡ William G. Harris,§ Albert S. Pratt, Wm. M. Flanders, Samuel Talbot, jr.

J. PUTNAM BRADLEE, *President.* WILLIAM WILLETT,‖ *Clerk.*

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* Deceased April 27, 1868. B. N. Cumings elected for remainder of the term.

† Deceased February 27, 1868. Increase E. Noyes elected for remainder of the term.

‡ Resigned October 28, 1870. Lyman A. Belknap elected for residue of term.

§ Resigned November 7, 1870. B. N. Cumings elected for residue of term.

‖ Deceased January 31, 1871. Wm. H. Hodgkins elected for residue of term.

City Document.—No. 33.

CITY OF BOSTON.

AUDITOR'S REPORT

ON

LEASES BY THE CITY.

May 1, 1871.

CITY OF BOSTON.

OFFICE OF THE AUDITOR OF ACCOUNTS,
CITY HALL, May 15, 1871.

To the Honorable City Council:

GENTLEMEN, — I have the honor of submitting the annexed statement of the leases of the property owned by the City of Boston, as they existed May 1, 1871, in conformity to the requirements of the fifteenth section of the ordinance on finance.

Respectfully,

ALFRED T. TURNER,
Auditor of Accounts.

CITY OF BOSTON.

IN BOARD OF ALDERMEN, May 15, 1871.

Laid on the table, and ordered to be printed.

Attest:

S. F. McCLEARY,
City Clerk.

SCHEDULE OF LEASES AND RENTS OF THE CITY PROPERTY ON THE 1ST OF MAY, 1871.

With the names of the Lessees, the annual rates and the times when the Leases expire, as required by the fifteenth section of the Ordinances on Finance, R. O, of 1869, *page* 219.

Property.	Leases.	Annual Rates.	Expiration of lease.
Lot of land corner of Washington and Water streets,	A. K. P. Joy.	$1,000	Sept. 1, 1871.
Greenhouse, Public Garden,	John Galvin.	3,000	Oct. 3, 1873.
Market Houses.	As per schedule of the Supt., hereto annexed.	84,091	
Under jurisdiction of the Committee on Public Buildings.	As per schedule of Supt. Public Buildings hereto annexed.	32,718	
Public Lands.	As per schedule of Supt. hereto annexed.	3,450	
	Total,	$124,259	

ALFRED T. TURNER,
Auditor of Accounts.

MARKET RENTS.

MAY 1, 1871.

Statement of Rents, and the names of the Lessees of Stalls and Cellars, in the Market House under Quincy Hall, on the first day of May, 1871, *all of which expire August* 31, 1873.

No. of Stall.	No. of Cellar.	Monthly Rents.	Occupants.
1–3		$51 00	Benjamin Johnson.
	1	108 50	F. W. Delano.
2		25 50	H. W. B. Frost.
	2	105 00	Watts & Willis.
	3	70 00	Hilton Bros.
4		25 50	L. M. Dyer.
	4	104 50	A. M. Aldrich.
5–7		51 00	J. F. Hilton.
	5	100 00	Edwin Read.
6–8		51 00	E. S. Stacy.
	6	50 00	Aldrich & Tinkham.
9–11		51 00	Sewall Hiscock.
10–12		51 00	D. A. Dunbar.
13–15		51 00	M. Williams.
14–16		51 00	W. Melvin.
17–19		38 50	Russell Bros.
18		28 50	Swan & Newton.
20–22		57 00	Russell & Kimball.
21		28 50	Daniel A. Paige.
	10	55 00	Samuel Tilton.
	21	100 00	Wales L. Egerton.
23–25		65 50	John P. Squire.
24		28 50	Seth F. Burt.
26		38 50	Oliver & Woodbridge.
27–29		65 50	Charles H. North.
28		38 50	Flint & Richards.
30		28 50	George Bemis.
31		28 50	John A. Rollins.
32	6	57 00	H. A. Hovey & Co.
33–35		57 00	Nathan Robbins.
Carried forward,		$1,661 00	

No. of Stall.	No of Cellar	Monthly Rents.	Occupants.
Brought forward,		$1,661 00	
34–36		57 00	Hiland Lockwood.
37–39	7	87 50	Kimball & Squire.
38–40	7	82 00	Harrison Bird.
41–43	8	81 00	J. G. Sanderson.
42–44	8	75 00	Horatio Locke.
45		24 00	Otis Simonds.
46	8	56 50	N. & G. D. Chamberlain.
47	9	63 50	G. H. Simonds.
48		38 50	H. L. Lawrence.
49–51	9	82 00	Ebenezer Holden.
50–52	10	74 00	S. S. Learnard.
53–55		38 50	C. & O. Rice.
54		28 50	J. W. Kimball.
56		28 50	John Pearson.
57–59	11	97 00	Frank M. Crosby.
58		28 50	David Simonds.
60		28 50	Wm. Crosby.
61–63	11	123 00	Gass, Doe & Chapin.
62–64	11	80 00	I. S. Gross.
65–67		57 00	S. F. Woodbridge.
66–68	11½	80 00	J. V. Fletcher.
69–71	12	79 00	James D. Prindle.
	12	34 00	Avery & Maynard.
70–72	12	75 00	Copeland, Egerton & Gilman
74–76		57 00	R. P. Benton.
	13	30 00	Bourne & Hatch.
	13	50 00	Winsor Gleason.
73–75		38 50	John P. Squire.
77		28 50	J. H. Dunning.
	14	50 00	C. E. Morrison.
78–80	14	71 00	J. B. Severance.
79–81	15	99 50	Cephas C. Chamberlin.
82	14	69 00	Morse & Darling.
83–85	15	88 50	Charles P. Chapin.
84–86	15	81 50	Leonard Conant.
87–89	16	103 00	Hall & Chessman.
88–90	16	86 00	Sands, Furber & Evans.
91	16	34 50	C C. Long.
92		28 50	Edward Sands.
93–95	17	100 00	Ricker & Bragdon.
Carried forward,		$4,175 00	

No. of Stall.	No. of Cellar	Monthly Rents.	Occupan s.
Brought forward,		$4,175 00	
94–96–98.....	17	117 50	Simmons & Amsden.
97–99.....	18	101 00	Ira Hiland.
100.....	½18	44 50	Hall & Cole.
101.....		38 50	Isaac Locke.
102.....	½18	54 50	Stacy Hall.
103.....	20	53 50	David Hill.
105.....		28 50	Roger S. McIntosh.
104–106.....	19	97 50	J. H. & G. S. Curtis.
107–109.....	19	100 00	James F. Hill.
108–110.....	20	78 50	Henry Farnum.
111–112.....		37 50	John A. Peabody.
113–115–117–119..	22	66 00	Walker & Rich.
114–116–118–120 ½ of 122.....		59 00	Joel E. Foster.
121–123.....	22	33 00	Jeremiah Knowles.
125–127–129–131..	22	66 00	P. H. & W. Prior, jr.
124–126–128–130.. 132–½ of 122....	22	110 00	Allen H. Jones.
		$5,260 50	

$5,260.50 per month is $63,126.00 per annum for the stalls and cellars under Quincy Hall on the first day of May, 1871.

Statement of the Rents, and the names of the Lessees of Stalls and Cellars in the Market House under Faneuil Hall, on the first day of May, 1871.

No of Stall.	No of Cellar	Monthly Rents.	Occupants.
1.....		$36 00	Richard Hill.
2.....		48 00	J. W. Merriam.
3.....		29 50	E. K. Goodall.
4.....		27 00	I. W. Hill.
5.....	2	40 00	Jerry Hosmer, jr.
6.....		27 00	Arthur Treat.
7.....	3	59 50	Maxwell & Andrews.
8.....		26 50	Geo. E. Martin.
9.....		29 50	Osro A. Scovill.
10.....		27 00	Geo. O. Boynton.
11.....		43 00	Pratt & Fitch.
12.....		28 00	W. H. Homes.
13.....		45 00	S. C. Tryon & Co.
14.....		28 00	Willis & Butterfield.
15.....		30 00	Geo. D. Brown.
16.....	6	37 50	N. Brimbecom.
17.....		39 50	Bryant & Scates.
18.....	6	36 50	J. H. Bickford.
19.....		27 00	C. G. Dole.
20.....	7	52 00	Geo. Viles.
21.....		28 00	I. E. Noyes.
23.....		26 00	Bird & Learned.
24.....	8	73 00	D. G. Hartwell.
25.....		26 50	Hadley & Son.
26.....	8	39 00	Jos. A. Treat.
27.....		40 00	Wm. H. Carleton.
28.....	9	51 00	Marshall & Locke.
31.....	9	59 00	Niles Bros.
32.....	9	56 50	Newcomb & Krogman.
34.....		35 00	Sanger & Ludwig.
	1	40 00	Amos G. Patch.
	3	30 00	A. W. Osborn.
	4	50 00	D. W. & J. Q. Lowell.
	5	30 00	Geo. F. Gordon.
	5	30 00	Hinckley & Ayers.
	6	48 00	Charles Lawrence.
	7	40 00	Andrew J. Harrington.
	10	59 00	Cheney, Upham & Co.
	11	20 00	Geo. H. Philbrook.

$1,497 50 per month is equal to $17,970.00 per annum for the stalls and cellars under Faneuil Hall.

OUT-DOOR PERMANENT STANDS.

Statement of Rents of Out-door Permanent Stands, within the limits of the Market, with the names of the Occupants, on the first day of May, 1871.

No. of Stand.	Monthly Rent.	Occupants.
1.....	$10 00	O. G. Apply.
2.....	6 25	Peters Higgins.
3.....	25 00	J. Y. Baker.
4.....	25 00	J. Y. Baker & Co.
5.....	25 00	W. S. Baker.
6.....	25 00	Wales L. Egerton.
7.....	25 00	Cheney & Hunt.
8.....	25 00	Gideon Hallett.
9.....	20 00	John Adams.
10.....	30 00	James Scott.

$216 25 per month is equal to $2.595.00 per annum.

RECAPITULATION.

Stalls and cellars under Quincy Hall . . .	$63,126 00
" " " Faneuil Hall . . .	17,970 00
Outside stands	2,595 00
Public scales	400 00
Total.	$84,091 00

OFFICE OF SUPERINTENDENT OF FANEUIL HALL MARKET.

BOSTON, May 10, 1871.

ALFRED T. TURNER, ESQ., *City Auditor.*

Dear Sir, — The foregoing is a correct list of all the leases that come under the jurisdiction of this department.

CHARLES B. RICE,
Superintendent Faneuil Hall Market.

CITY OF BOSTON, OFFICE OF THE SUPERINTENDENT OF PUBLIC BUILDINGS, May 11, 1871.

ALFRED T. TURNER, Esq., *City Auditor.*

Dear Sir, — The following is a correct list of all the Leases that come under the jurisdiction of this department.

Respectfully yours,

JAS. C. TUCKER, *Superintendent of Public Buildings.*

LEASES BY COMMITTEE ON PUBLIC BUIDINGS.

PROPERTY.	LESSEES.	An'l rent.	Total rent.	Expirat'n of leases.
Old State House	Leased for 10 years, from July 1st, 1866, to N. A. Thompson & Co., N. American Insurance Co., and Charles A. Smith, collectively		$21,000	July 1, 1876.
Quincy Hall	Mass. Charitable Mechanics' Association		7,000	Oct. 1, 1871.
Eastern Avenue Wharf and Docks	Directors of Public Institutions		3,000	
Dwelling House on Dudley St., Boston Highlands	Mr. Kohler, one-half	$500		
	U. S. Mellus	500	1,000	
Dwelling House on Washington St., Boston Highlands	Jonas Pierce		200	
Tenement in Hook & Ladder House No. 1	Geo. W. Thompson		144	
Tenement in Hook & Ladder House No. 3	J. B. Prescott		120	
Tenement in Hose House No. 4	B. F. Thayer		104	
Tenement in Hose House No. 8	Wm. Blake		150	
			$32,718	

PUBLIC LANDS.

Land as leased by the Committee on Public Lands, May 1st, 1871.

Lots.	Street.	Lessee.	Rents.	Length of Lease.
Part of Wharf.	Albany.	Morton & Chesley.	$1,000 00	5 years, from Oct. 1st, 1866.
Wharf.	Swett.	J. C. Adams.	700 00	Expires May 1st, 1872.
Lots.	Albany.	O. Nute.	150 00	At will.
"	"	George D. Cox.	300 00	"
"	Dedham.	Crowley & Caughlin.	400 00	"
"	"	Jamieson & Aiken.	400 00	"
Dwelling House.	Highlands.	Smith & Cotton.	300 00	"
Lots.	First, South Boston.	W. W. Eastham.	50 00	"
"	" " "	City Institution, House of Correction.	150 00	"
Total			$3,450 00	

OFFICE OF SUPT. OF PUBLIC LANDS, May 1, 1871.

ALFRED T. TURNER, ESQ., *City Auditor.*

Dear Sir, — The foregoing is a correct list of all the leases that come under the jurisdiction of this Department.

R. W. HALL, *Superintendent of Public Lands*

City Document.—No. 34.

CITY OF BOSTON.

REPORT

OF THE

COMMITTEE ON ORDINANCES,

UPON THE ORDER REFERRED TO SAID COMMITTEE, APRIL 3, 1871, RESPECTING

TRANSFER OF APPROPRIATIONS.

1871.

IN COMMON COUNCIL, May 4, 1871.

Read, laid on the table, and ordered to be printed.

Attest:

W. P. GREGG,
Clerk.

CITY OF BOSTON.

IN COMMON COUNCIL, March 23, 1871.

Ordered, That the Committee on Ordinances prepare and report an Ordinance to provide that no part of an appropriation for carrying on any department of the city government shall be diverted to any other purpose than that contemplated when the appropriation was made, unless two-thirds of the whole number of each branch of the City Council shall vote in the affirmative, by a vote taken by yea and nay; and that no expenditure exceeding five thousand dollars in amount shall be charged to the appropriation for incidentals, unless two-thirds of the whole number of each branch of the City Council shall vote in the affirmative, by vote taken by yea and nay.

Referred to the Committee on Ordinances. Sent up for concurrence.

MATTHIAS RICH,
President.

IN BOARD OF ALDERMEN, April 3, 1871.

Concurred.

ROBERT COWDIN,
Chairman pro tem.

CITY OF BOSTON.

IN COMMON COUNCIL, May 4, 1871.

The Committee on Ordinances, to whom was referred the order relating to transfers from one appropriation to another, and to expenditures from the appropriation for incidentals exceeding in amount the sum of five thousand dollars, having considered the subject would respectfully recommend the passage of the order in a new draft.

For the Committee.

M. F. DICKINSON, JR.

[NEW DRAFT.]

Ordered, That the Committee on Ordinances prepare and report an ordinance to provide that no part of an appropriation for carrying on any department of the city government, shall be diverted to any other purpose than that contemplated when the appropriation was made, unless two-thirds of the members of each branch of the City Council present shall vote in the affirmative, by a vote taken by yea and nay; and that no expenditure exceeding five thousand dollars in amount shall be charged to the appropriation for incidentals, unless two-thirds of the members of each branch of the City Council present shall vote in the affirmative, by vote taken by yea and nay.

City Document.—No. 35.

CITY OF BOSTON.

ADDITIONAL LOAN

FOR

SUFFOLK STREET DISTRICT.

1871.

CITY OF BOSTON.

IN BOARD OF ALDERMEN, May 8, 1871.

THE Joint Special Committee on the Suffolk-street District beg leave to represent, that an additional appropriation is needed at this time to carry on the work of improvement on said district.

At the beginning of the work, in July last, an appropriation of $500,000 was made on account, with the understanding that further loans would be made from time to time as the work progressed. The expenditures from that appropriation to May 5, have been as follows:—

Laying out Cobb street	$41,300 00	
Widening and extension of Middlesex street	25,620 31	
Widening and extension of Suffolk street.	69,585 79	
		$136,506 10
Printing and plans		990 73
Office expenses		566 59
Lamps and lighting streets		402 68
Repairing buildings		1,463 45
Clearing basements		520 58
Estates surrendered		89,889 96
Retaining walls and foundations		7,156 25
Damages by fire		959 00
Expense of sales		489 37
Amount carried forward		$238,944 71

Amount brought forward		$238,944 71
Incidentals — viz: advertising, steps, crossings, fences, &c., &c.		1,525 44
Insurance		365 60
Expenses of committee		1,198 47
Raising and underpinning		105,856 79
Salaries —		
Superintendents	$1,145 82	
Assistant superintendents . .	2,145 00	
Watchmen	1,620 00	
Book-keeper	795 83	
		5,706 65
Engineers and expenses		2,791 12
Edgestones and sidewalks		1,019 93
Moving buildings		11,300 00
Filling, — John Souther . . .	$4,303 13	
" Manuel & Haynes . .	33,114 00	
		37,417 13
Sewers and cesspools		1,750 11
		$407,875 95

Leaving a balance on hand at that date amounting to about $92,000.

That amount will be required, however, before the 20th of the present month, to meet drafts in payment of amounts due on contracts and for estates surrendered.

The amount due on contracts May 5th, and unpaid, was $15,449.

The whole amount of new contracts for raising buildings and constructing bridges, abutments, retaining walls, &c., was $140,143.42.

The receipts from the sale of old buildings, &c., amount to $7,573.69.

It should be stated, in this connection, that the amount paid for estates surrendered to the city, and not required for streets, will be repaid into the city treasury when the estates are sold after the completion of the improvement.

The committee would respectfully recommend the passage of the accompanying order.

For the committee,

G. W. POPE,

Chairman.

Ordered, That the Treasurer be authorized to borrow, under the direction of the Committee on Finance, the sum of five hundred thousand dollars, to be added to the appropriation heretofore made for the improvement of the Suffolk-street District, so called.

ADDRESS

DELIVERED AT THE

DEDICATION

OF THE

EAST BOSTON BRANCH

OF THE

PUBLIC LIBRARY,

ON

THE 22D OF MARCH, 1871.

BY

WILLIAM W. GREENOUGH.

President of the Board of Trustees

OF THE PUBLIC LIBRARY OF THE CITY OF BOSTON.

BOSTON:
ALFRED MUDGE & SON, CITY PRINTERS, 34 SCHOOL STREET.
1871.

CITY OF BOSTON.

IN BOARD OF ALDERMEN, April 10, 1871.

ORDERED, That the Address of the President of the Board of Trustees for the Public Library, at the opening of the Branch Library in East Boston, be printed as a City Document.

Sent down for concurrence.

CHARLES E. JENKINS,
Chairman.

IN COMMON COUNCIL, April 13, 1871.

Concurred.

MATTHIAS RICH,
President.

Approved, April 15, 1871.

WM. GASTON,
Mayor.

ADDRESS

DELIVERED ON THE DEDICATION OF THE EAST BOSTON BRANCH OF THE PUBLIC LIBRARY.

BY WILLIAM W. GREENOUGH,
PRESIDENT OF THE BOARD OF TRUSTEES.

Mr. Mayor, Ladies and Gentlemen:

By the terms of the last ordinance relating to the Public Library, the City Government conveyed to the Trustees the power to establish Branches of the institution in districts distant from the Central Library, under the condition of a formal appropriation for the purpose, at the time of the annual estimate of the city expenses. By this double provision of preparation, it became the duty of the Trustees to ascertain the quarters of the city where branches were desirable, and the City Council, at the periods when such applications were to be made, passed their judgment as to the necessity or expediency of the undertaking.

Encouraged by the marked success of the branch libraries in Manchester, Liverpool, Birmingham, and other English cities, the Trustees of this Library, as a first step to ascertain the relative uses of the main Library in the city proper and its remoter districts, caused an analysis to be made of the names registered as applicants, in order to learn the proportions resident in these different sections of the town. From this investigation it appeared, that, while in Boston proper one in eight of the population was registered, one in fourteen in Roxbury, one in sixteen in South Boston, only one in twenty-six was enrolled from East Boston. As there was no reason to suppose that the

taste or desire for books was in reality any less in this portion of the inhabitants of the city, than in those residing elsewhere, it was apparent that inconvenience of access to the Central Library deprived the people of East Boston of their natural use of that great collection. Upon these grounds, the Trustees decided, the City Council consenting, to make the first essay of the hitherto untried experiment in this country of a Branch Library at East Boston.

Upon the passage of the annual appropriation bill last spring, the funds needed for the purpose were granted by the City Government. Immediate application was made by the Trustees for apartments suitable for the Library and Reading-Room. The Committee upon Public Buildings promptly decided to recommend the dedication to these objects of the second floor of the old Lyman school-house on Meridian street. Upon the completion of the new school edifice, and consequent removal of the school, the alterations necessary to adapt the building to the requirements of the Library were begun; these were completed, so that the rooms were ready for occupancy on the 19th of November, 1870.

In the meantime the work of collecting, arranging, and cataloguing the books had gone forward under the immediate direction of the Superintendent. Upon the passage of the bill, a selection was made of such suitable duplicates as could be spared from the Lower Hall of the Boylston Street Library. On the 27th of June the first purchase of new books was made.

On the 26th of October last, while the work upon this collection was in progress, the Trustees of the Library received from the proprietors of the Sumner Library Association the proposal of a transfer of that valuable collection to the city. This offer was most gratefully accepted, and, on the 31st of the same month, it was taken to the Central Library, and the books were at once examined, catalogued, covered, and prepared for circulation.

Within eleven days after the rooms had been made ready and delivered to the Trustees, all the books were placed in their appropriate positions upon the shelves. The Reading-room was opened at the same time, the 28th of November, 1870.

The catalogue work was then completed in exact conformity to the shelf arrangements, and the printing was begun. When the first five pages were struck off from the press, on the 27th of January last, public access was given to the portion of the Library included thereon; and as fast as additional signatures were printed, opportunity was afforded of obtaining the books in the successive stages of the alphabet toward completion, until the catalogue was finished and ready for distribution on the third of the present month.

I deem it important that this statement should be made, that our friends here may be informed of the detail inseparable from preparation, and to indicate to them that no time has been lost by the Trustees or the Superintendent in carrying out the good intentions of the city in their behalf. The sequence of facts may be without general interest, but as a history of the foundation of the institution, it is proper that it should be placed upon record.

I come now to the Library itself. It consists, as before stated, of two distinct collections: the one, begun by the East Boston Library Association in 1852, merged in the Sumner Library in 1860; and the other, the books taken from the Central Library, with the additions by purchase made to give completeness and harmony to the whole.

With the history of the Sumner Library you are all familiar. It was the private collection of the late General William H. Sumner, so identified with the early history of this Ward, not only as originally, by inheritance, an extensive proprietor of lands, but subsequently as the well-known annalist of East Boston. By the second codicil to his will, made June 22d, 1860, he directs that all his books, manuscripts, and pamphlets

should be given to the Sumner Library Association. This Association, originally incorporated in 1852, as the East Boston Library Association, by a subsequent act passed in 1859, was permitted to adopt the name by which it has been more generally known. For some years after its first organization, it was sustained by private subscriptions, and courses of lectures were given in its aid. At a time when its usefulness had somewhat diminished, it was intimated by General Sumner that he should devise land for its benefit, subject to conditions which would be mentioned in his will.

It is only necessary to say further upon this point, that, from causes entirely beyond its control, the Association was unable to avail itself of the advantages expected and hoped from the conditional donation. The Library had in recent years been sustained by the energies of a few friends, who, shortly after the establishment of a Branch Library was made certain, with a public spirit infinitely to their honor, voted to transfer the whole collection to the city. This Library, as before stated, included not only the Sumner Library, but such other volumes purchased from their own funds as had been added from time to time to keep alive the popular interest in the institution.

This, then, in brief, is the history of the formation of this Library. The books gathered here were supplemented and extended by the filling of such vacancies, and the acquisition of such new material as was necessary to give proportion and consistency to the whole collection, bringing its various departments down to the most important recent publications upon their various subjects, and fitting it as completely as was practicable for the uses of to-day.

Every community differs in a greater or less degree from every other community, in its industries, its economies, and its tastes; and it will be truly remarkable if experience shall show that the new Library has not gaps to be filled hereafter in points of

special interest to this section of the city, notwithstanding its substantial fulness upon subjects of general interest.

This Library now contains more than 5,700 volumes. It has been wisely arranged by the Superintendent upon the principle of gathering, so far as was practicable within the number of volumes, the largest number of books useful to the largest number of readers. It will be found to contain the most approved histories of the old and the new world, the works of the great names eminent in literature in England and the United States, biographies of distinguished men, the fiction and miscellaneous reading most largely in demand at the present day; works of elementary and practical science, and of general reference; in fine, such books as the statistics of the Central Library show to be most freely circulated among its patrons.

In giving to the inhabitants of East Boston a popular Library at their own doors, it is not intended to exclude them, nor are they in any manner excluded from, the uses of the great Library in the city proper; their Library is but an increment of the larger one, and what is not found in the smaller collection may be reasonably sought in the Central Institution.

I may be permitted to say, that, in the formation and establishment of this Library, it was the hope and expectation of the Trustees that it would be made by the residents of East Boston the nucleus of a larger collection of books of a permanent and substantial though less popular value.

Donations may be made to it of works of this class upon precisely the same conditions as they are constantly given to the parent institution. Upon the principle upon which this Library was based, no book was placed in it, with the exception of strictly reference works, that was not suited to and prepared for circulation. At this point, it is exactly parallel in its uses with the Library in the Lower Hall in Boylston street. Beyond this degree of preparation, and in view of future establishments of a similar character at the expense of the city, it did not seem

expedient to the Trustees to go; though the stated increase of the Library in new and popular books will also form part of their duty to provide. But we may hope, as the advantages of the institution become daily more apparent to the citizens of the ward, that liberal donations may be made to it of such a character as will increase its importance and general value. Let it be remembered that a good book deposited in this free Library may be the means of helping forward in the path of honorable ambition not only the reader of to-day, but of the unknown future. The larger the reservoir of knowledge, the more ample its means of supply; the reservoir may be built and sustained by a protecting government, but its supplies may be permanently augmented and freshened by the help of a liberal and appreciative community.

I have no argument to make to you upon the importance of libraries to the population to which they furnish moral and intellectual nurture. To the restless activity of our New England temperament, the newspaper is the first demand; after that necessity of daily life is supplied, many readers desire to obtain through periodical literature a large amount of amusement and information in a short space of time. Then follows the application to books of the class desired by the individual.

No man becomes wise, or learned, or useful by the simple reading of books. They are only means to an end, which end depends upon the understanding of the reader. It has been said that knowledge is power; but it might have been said more justly that applied knowledge is power. If the book is not read in a manner which fosters thought, or develops the mental faculties it leaves no proper impress. There are but few books so poor or so meagre in thought or incident that intelligence may not gather something profitable from the perusal; but of this class one may not constitute a popular library.

The aspects and attractions of a library are as various and

many-sided as are the differences in life, employment, and education of the individuals using it.

In Lord Lytton's address at the opening of the Manchester Free Library, he commended the new enterprise to the working men of that great city in the following language: "A Library is not only a school, it is an arsenal and an armory. Books are weapons, either for war or for self-defence; and the principles of chivalry are as applicable to the student now as they ever were to the knight of old. To defend the weak; to resist the oppressor; to add to courage humility; to give to man the service, and to God the glory; is the student's duty now, as it was once the duty of the knight of old."

To this view of the influence of a collection of books may be contrasted the words of Heinsius, the learned librarian of the University of Leyden, showing the effect on an entirely different temperament. He says: —

"I have no sooner entered the library, and closed the door behind me, than I thus banish desire, ambition, drunkenness, indolence, and all the vices of which idleness, mother of ignorance and melancholy, is the source; I sit in the bosom, even, of eternity, among those divine men, with so much pride, with so much satisfaction, that I pity all the great and all the rich who are strangers to this happiness." In writing these words, he touches upon the thought expressed by his greater contemporary, Lord Bacon, who calls libraries "the shrines where all the relics of the ancient saints, full of true virtue, and that without delusion or imposture, are preserved and reposed."

But the meaning of a library no less than its structure, has been greatly changed, since the present era has opened wide its doors for the welfare of the whole people. This freedom of access has given to education, new, diffusive and powerful impulses, and the authors of the time are laboring to meet the greatly-increased demand for what is deemed popular knowledge. In the olden time, the library was a sealed chamber to

the artisan. He had no part or lot in its hidden treasures. Even to-day, several of the largest collections in Europe are practically inaccessible to the working man. The magnificent Imperial Library at St. Petersburg, in the centre of a city of upwards of 600,000 inhabitants, with a collection of books five times larger than the Public Library of the City of Boston, had, in 1868, with its 1,000,000 of volumes, hardly more readers per week than the recently established Branch Library in East Boston.

But, in any library, one must remember the old Italian proverb, "There is no greater thief than a bad book." It robs you of your time, a possession which once lost is never regained. Such books, then, should neither be acquired or read. On the other hand, good books quicken the development of the understanding, and accelerate useful progress. Said Alphonso, king of Arragon, "Books are the counsellors which please me most. Neither fear nor hope prevent them from telling me what I ought to do."

The great activity of the press during the present century has produced an immense number of volumes, most of which are unknown to fame; and many useless, as containing nothing but "iterations varied sometimes in form, but not new in substance." Upon the majority of these, the impress of time has set the true mark of their value. Among the wise precautions taken by more than one of the benefactors of our Library, the income of their trust-funds can only be expended upon books, which have been printed in some one edition for five years, and if living and read for that short period, have acquired a proximate value, entitling them to consideration. The poor books perish and disappear. A witty Frenchman remarks that there is the same proportion between the manufacture of books and their destruction as between life and death, — that the indefatigable hands of the grocer, the apothecary, the market man, and the paper collar manufacturer, destroy daily as many books and

pamphlets as are published, and thus preserve an equilibrium. Were it not for this, the mass of printed paper would increase to an inconvenient size, and would finally occupy the rooms of all the buildings. This exaggeration may perhaps suit the economical customs of the continent of Europe, but I fear that we have no such summary processes for the restoration of an equilibrium in this country.

But no portion of society has been so much benefited in this century by the industry of authors as the youth of both sexes. Books specially written for their use in fiction, history, biography, science, and religion, have been printed in large numbers. Upon the tender and susceptible nature of childhood impressions are rapidly and easily made. To their unfledged judgment and dormant understandings a bad or trifling book does infinite harm. Too much care cannot be exercised by parents and guardians as to the nature and character of the books offered and obtained for their perusal. These should be carefully suited to the disposition, temperament, deficiencies, as well as to the wholesome tendencies of the individual child. Of this responsibility, those standing intrusted relations of oversight and affection may not relieve themselves. In sending children to a library prepared for both sexes and all ages and classes in the community, with perfect liberty of selection, and with no direction but their own taste and inclination, especial supervision is needed. Books which are salutary to other temperaments, or to maturer intelligences, may be injurious to their safe moral or mental growth. Without the judgment or experience which rejects the trifling or the unworthy, the premature or the unfit, and in the absence of suitable advice, the great danger of promiscuous reading is only too apparent. No sane person would send a child into a drug-store to select from the leading medicaments for the body therein carefully gathered, such alteratives of his physical condition as were most suited to his palate, without consideration of the possible effects.

In this opinion, one is confirmed by the great authority of

Archbishop Whately, who says: "As hardly anything can touch the soft clay without stamping its mark on it, so hardly any reading can interest a child without contributing in some degree, though the book itself be afterward totally forgotten, to form the character; and the parents therefore who, merely requiring from him a certain course of study, pay little or no attention to story books, are educating him, they know not how.

The sensational character of many novelists of the present day has found too many imitators in the preparation of adventurous and exciting books for the young. Admiration for successful daring, the fascination of critical and desperate situations, the falsely bright coloring of ignoble characters, furnish a stimulating excitement to the youthful reader, of which the injurious effects, if not immediately apparent, are nevertheless both permanent and real. But, in the multitudes of publications intended for juvenile perusal, it is also true that the most part, if not those sought with most avidity, are designed for moral, intellectual or religious development, and, as such, may be useful for the end proposed. The youth of this generation enjoy advantages in the form of amusement and instruction wholly unknown to their parents, and still less their grandparents. In a list of seven hundred and fifty authors, principally English and American, who have written works especially directed to the improvement of the young, only sixty published their volumes before the beginning of the present century, and these were chiefly writers upon educational or religious subjects.

With such an affluence of books, and with the elementary education of the school-room fitting them to enjoy and appreciate their reading, the youth of New England should not fail to learn rightly the great lesson of life, and make themselves useful and respected in the various spheres of occupation to which they devote their maturer years. To accomplish this result, they must essentially acquire the knowledge which teaches fidelity to duty, loyalty to the constitution of the United States, toleration for the honest opinions of others, whether in morals, politics or religion,

avoidance of all entangling alliances, the absolute right to labor without control beyond natural and self-imposed limits, the charity which helpeth our brother, and the fearlessness which is based on pure and generous sympathies. These are the ideas and the principles which give civilization to communities, and upon which the true progress of the body politic is to be based. No study or reading which has not these results in view is either broad or catholic. With this brief exposition of the possible uses of good books, I commend our library to the youth of this ward.

I have alluded to the principles upon which this collection of books has been gathered. The sagacity and forethought which dictated the first report of the Trustees of the Public Library in 1852 has produced a harvest of which the city of Boston may well be proud. Said the author of that report, Mr. Ticknor, whose recent death has been so deeply mourned, and whose continuous affection for the institution to the early destinies of which he mainly gave direction and form, has manifested itself since by the bequest of his rare collection of Spanish and Portuguese books; — said this eminent scholar in reference to the foundation of a free library: "In the establishment of such a library a beginning should be made, we think, without any sharply defined or settled plan, so as to be governed by circumstances as they may arise. The commencement should be made of preference in a very unpretending manner; erecting no new building, and making no show; but spending such moneys as may be appropriated for the purpose, chiefly on books that are known to be really wanted rather than on such as will make an imposing, a scientific, or a learned collection; trusting, however, most confidently, that such a library, in the long run, will contain all that anybody can reasonably ask of it. For to begin by making it a really useful library; by awakening a general interest in it as a city institution, important to the whole people, a part of their education, an element of their happiness and prosperity, is the surest way to make it at last a

great and rich library for men of science, statesmen, and scholars, as well as for the great body of the people, many of whom are always successfully struggling up to honorable distinctions, and all of whom should be encouraged and helped to do it."

I quote this passage at length to show how amply and thoroughly the trust and expectation of this wise man have been met in the history of the Public Library of the City of Boston. But what is true in these respects of the larger community, is also true of the smaller. What the East Boston Library will become in the future must depend upon the sympathy, care, help, and use of the community in which it is placed. The city government has endowed it as generously at the outset as was deemed sufficient for the beginning of the Mason Street Library. That has since been enriched and enlarged to a greater extent by private munificence than by appropriation of the public moneys. To make your Library truly useful, and to give it a growth equal to the necessities of your growing population, all classes should take an interest in it; and there is no fear that this result will not come to pass, provided all classes seek and find here the books which they need. This, then, is the nucleus of your future Library. From the liberality of your own citizens, and from the expenditure of the city, a broad and ample foundation has been laid, upon which you may build.

In entrusting the institution to your care and watchfulness, permit me to say further, on behalf of the Trustees of the Public Library, that upon the success of this trial devolve other important undertakings of a similar character in other outlying districts of the city. The early days of its history are most encouraging for the future: the demand for books and the use of the Reading-room have already far exceeded our expectations. That its roots may spread widely and deeply into your affections, and that it may grow to be a pride and a glory to the Island Ward, is the heart-felt desire of the Trustees to whom its immediate supervision is committed.

APPENDIX.

APPENDIX.

THE following clauses from the codicils to the will of Gen. Wm. H. Sumner, are referred to on pages 7 and 8 of the foregoing address: —

Twentieth. In the Item numbered Thirty-seven, in my said last Will and Testament, I have devised to Mrs. Sumner, during her life, all my manuscripts, autographs, private books, letters and papers, not necessary for the settlement of my estate, and after her decease to my nephew, James W. Gerard, Jr. I now direct that said autographs, manuscripts, private books, letters and papers, shall, after the decease of Mrs. Sumner, be given to the Sumner Library Association; and I further direct that Mrs. Sumner may, at any time during her life, give any or all of the said books, autographs and letters, and also any of the books in my library, which I have devised in Item numbered Thirty-five in my said last Will and Testament to her for life, to the said Sumner Library Association, notwithstanding any other and former devise by me. And in connection with this I suggest to Mrs. Sumner, if she desires it, to employ either my friend Samuel Burnham, or Warren H. Cudworth, of East Boston, as suitable persons to arrange the said autographs, papers and letters, the expense attending the arrangement thereof to be paid out of my estate by my Executors.

Second. In Item Twentieth in my said Codicil to my last Will and Testament, I have directed that Mrs. Sumner should have the power during her life to give to the Sumner Library of

East Boston, any or all of the books, in my Library. I now request Mrs. Sumner to give all of said books, manuscripts and pamphlets, to the said Association after my decease, or as soon as may be after the settlement of my estate.

The vote of the Sumner Library Association, transferring their books to the Public Library of the city of Boston, is as follows: —

East Boston, Oct. 26th, 1870.

We, the undersigned, Board of Managers of the Sumner Library Association, in view of the many and insurmountable obstacles in the way of the success of this Association, and in view of the fact that a free Public Library will be established by the city in this place, do hereby give to the city of Boston, for the use of its Public Library, all the books now remaining in the possession of the "Sumner Library Association."

Signed,

T. O. Hutchings, *President.* C. P. Lovell, *Cor. Sec'y.*
J. H. S. Pearson, *V. President.* G. A. Palmer, *Rec'd. Sec'y.*
J. Lawrence Martin, *Treasurer.*

T. S. Manson, Jr., Wm. M. Hinman, E. Frank Field,
C. H. Whitten, C. F. Johnson, Geo. H. Badger,
B. F. Butler, Jr., A. C. Haynes, F. Litchfield,
Geo. W. Simpson, E. W. Crane, *Directors.*

Public notice was given of the celebration, at which the foregoing Address was delivered, in the following manner: —

The East Boston Branch Library will be formally opened on Wednesday, March 22d, 1871, at 7½ P. M.

The services will take place at Sumner Hall, and addresses may be expected from the President of the Trustees of the Public Library, and from Rev. W. H. Cudworth, Henry S. Washburn, Esq., H. H. Lincoln, Esq., Hon. Edwd. F. Porter, Nath. Seaver, Esq., Albert Bowker, Esq., and other citizens of East Boston.

WM. W. GREENOUGH,
ELLIS W. MORTON,
JOSEPH H. BARNES,
Committee upon East Boston Branch.

JUSTIN WINSOR,
Sec'y Board of Trustees.

At the appointed hour, Sumner Hall was well filled, and the Honorable William Gaston, Mayor of the city, took the Chair, and after calling upon the Reverend Doctor Cheney to offer prayer, and briefly stating the object of the meeting, he introduced the President of the Board of Trustees, who then delivered his Address.

Addresses were also made by the gentlemen named in the notice above given, and by the Honorable Josiah Quincy and Honorable Nathaniel B. Shurtleff, ex-mayors of the city.

Pupils of the Adams and Lyman Schools, under the direction of Mr. Sharland, sang at the appointed times, the hymn, "Father of Mercies," and the following Hymn of Dedication, originally prepared by H. H Lincoln, Esq., master of the Lyman School, for the ceremonies connected with the occupation of their new school-house.

DEDICATORY HYMN.

MUSIC BY J. B. SHARLAND.

This safeguard of the State,
This eve we dedicate
    To learning free;
Let prayer to God ascend,
Let thought its influence lend,
And youthful voices blend
    In harmony.

May mind grow richly here,
And hearts be trained to fear
    All forms of sin;
Teachers and taught be blest,
All souls with love impressed,
And truth for aye expressed
    These walls within.

Our country stands secure,
While knowledge rich and pure,
    Such fountains give.
Then plant them through the land,
From East to Western strand,
From lake to tropic sand;
    Our fame shall live.

A duet and chorus, "Sister Spirits Haste Away," was also sung; and the services closed by the entire audience joining in "Old Hundred."

City Document.—No. 37.

CITY OF BOSTON.

REMARKS

OF

ALDERMAN ROBERT COWDIN

ON THE SUBJECT OF

ADMITTING FEMALE STUDENTS TO CLINICAL LECTURES

AT THE

CITY HOSPITAL.

1871.

In Board of Aldermen, May 8, 1871.

Laid on the table, and ordered to be printed.

Attest:

S. F. McCLEARY, *City Clerk.*

CITY OF BOSTON.

In Board of Aldermen, May 8, 1871.

On motion of Alderman Cowdin, the Board took from the table City Doc. 29, being the Report on petition of the Trustees of the Female Medical College, that their students be admitted to Clinical Lectures at the City Hospital, — and the question being on the acceptance of said report, Alderman Cowdin spoke as follows: —

Mr. Chairman, —

Instead of adopting the course recommended by the committee in the last paragraph of their report, I move, "that this matter be referred to the Trustees of the City Hospital, with the respectful recommendation of the City Council, that the *prayer of the petitioners be granted.*"

It appears from the committee's report, that the rules and regulations made by the trustees are subject to the approval of the City Council; and further, that students *shall* be admitted in such numbers and with such restrictions as the trustees may deem expedient. The City Council has never approved of any regulations excluding medical students because they were females; nor do the words "in such num-

bers and with such restrictions" refer to this matter. If the approval of this rule by the City Council is used as authority to exclude women, it is used for a purpose never intended; and it is proper that we should give some expression in regard to the matter of admitting women.

As to the matter of *right*, of which the committee's report speaks, the petitioners only claim that female students have the *same* right as male students to share in the benefits of the hospital. Their college is chartered by the State, with the same powers and privileges as the Harvard Medical School, and has the same right to the benefits of the public hospitals.

In the announcement of the annual term of the Harvard School, we read as follows: "Clinical Instruction in Medicine and Surgery is given daily in the Massachusetts General Hospital and the City Hospital. Other hospitals and the various dispensaries and infirmaries of the city are likewise open to students." Thus the students of that institution have the range of the whole city, while the Female College is asking for the third time, that its students may be admitted to *one* of those institutions, and to the female wards only.

The committee say in their report, that "it is competent for the City Council to instruct the trustees" of the hospital, but intimate that this case is not one that would justify such a course. If it is not such a case, it is certainly one of great importance, and quite sufficient to justify the mild recommendation which I have proposed. There is a great and growing demand for educated female physicians for practice among women and children. It is a well-known fact, that multitudes of girls and young women lose their health and life even, because of their reluctance to apply to male physicians, to investigate and treat disorders peculiar to females. In view of this fact, the Mount Holyoke Fe

male Seminary at South Hadley, has, for the past ten years, supplied itself with graduates of this college, as resident physicians in the seminary; and the Rev. Dr. Kirk, president of that seminary, in a published letter, says: "As a matter of experience, we have found it work admirably. I think I may say, that, with a larger family, we never had so little sickness in the house, as since this arrangement was made." The family of which Dr. Kirk speaks, consisted of over three hundred pupils. The great Vassar Female College, in Poughkeepsie, N. Y., with an annual attendance of about four hundred pupils, has in like manner, since its opening, six years ago, employed a lady physician, a graduate of this Female Medical College in Boston.

But the question before us is not whether the public *need* and *will have* female physicians, — that was settled years ago; but whether New England women shall have a fair chance to get a medical education in Boston, or be put to the trouble and expense of going elsewhere; whether we will run down our own institution, and help to build up similar ones in other cities? How is the matter in New York? From the anuual announcement of a female medical college in that city, published in 1869, we read as follows: —

"The liberal sentiment of New York has opened to women the great city hospitals and dispensaries, with their valuable clinical lectures. Among these may be mentioned Bellevue Hospital, which receives annually from ten to twelve thousand patients, over five hundred being obstetrical cases; the Charity Hospital, which receives annually about one thousand patients, a large proportion being affected with chronic diseases; the Fever and Small Pox Hospitals; the Hospital for Epileptics and Paralytics; the Nursury Hospital; the Insane Asylum; the New York Eye and Ear Infirmary; and the Demilt and other city Dispensaries."

So much for the liberal sentiment of New York. How

stands the matter in Philadelphia? From the annual announcement of the Female Medical College of that city, published in 1870, we read as follows: —

"A year ago we chronicled the admission of our students to two of the great hospitals of Philadelphia, — the Philadelphia (Blockley), and Wills' Ophthalmic Hospital, conducted by leading teachers and practitioners of medicine and surgery. The educational advantages of the ladies have been further increased during the present year by the opening of the Pennsylvania Hospital to their visits, thus giving them access to all the great hospital clinics of the city."

Such are the advantages afforded to women in New York and Philadelphia. Many who attend for a time the Boston College go elsewhere to graduate; and some who graduate here, afterwards go elsewhere to get hospital practice. I will state a case in point. For the past two annual sessions of the college a young woman has been in attendance who is to be sent out as a missionary physician to Turkey, by the American Board of Missions. She took her medical degree at the close of the last term, March 1st. It was desired that she should have hospital instruction in connection with the college lectures, and be ready to go out soon after graduating. The officers of the American Board (Rev. Drs. Anderson, Clark, Thompson, and others), accordingly last winter joined in this application to the City Council, placing their names on the auxiliary petition, headed by Governor Claflin. Failing to secure the desired advantages in season for their purpose, they have been obliged to detain the lady another year from her mission, and send her to New York, where she now is, learning in the hospitals.

The Female Medical College of this city is the first institution of the kind, having been opened in 1848. While, therefore, Boston has the honor of having originated this movement, it has the reproach of being far behind in the

liberal sentiment that has opened the hospitals to women in other cities, both in our own country and in Europe.

One reason for accompanying the reference of the subject to the trustees of the hospital with the recommendation is, that it may aid them in deciding the question. The hospital being a public institution, supported by the tax-payers of the city at an expense of about a hundred thousand dollars a year, the trustees will naturally desire to manage it in accordance with the wishes of those who own and support it. The City Council, acting for the citizens at large, may therefore very properly express an opinion on the subject, in the form of the recommendation proposed. Four of the physicians of the City Hospital, Drs. Bowditch, Damon, Blake, and Mackie, signed one of the petitions now before us. They are certainly competent judges as to the propriety and expediency of admitting female students, and they also may like the aid of our recommendation.

The college has a handsome and commodious building on East Concord street, by the side of the City Hospital. It was erected last year. I live near it, and have been in and examined it, and I know it must be very aggravating to the ladies to look out of the windows and see troops of young men marching in daily from the Harvard Medical School, two miles away, while they, next door neighbors to the hospital, are refused admittance. In 1864, the City Council sold to the Female Medical College a square of forty thousand feet of land for $15,000, or one-half of its estimated value at the time, because they believed it to be a useful public institution. This belief was strengthened by the opinion of a large number of the heaviest tax-payers, representing many millions of dollars, who at that time petitioned the City Government to favor the college, on account of "the important charitable and educational objects of the institution." I will also refer to the petitions now before

the City Council, and herewith printed. I hope the gentlemen of the committee themselves will, in view of the importance of this subject, and the facts of the case, be willing to accept the amendment proposed, and that it may be the unanimous expression of this Board.

At the conclusion of Alderman Cowdin's remarks, the whole subject was, on motion of Alderman Little, laid on the table.

APPENDIX.

BOSTON, Dec. 30, 1870.

To the Honorable Mayor and Aldermen, and the Common Council of the City of Boston:

The undersigned, Trustees of the New England Female Medical College, respectfully represent: That they are desirous that the graduates of this college should be qualified in the best possible manner for success in their profession and usefulness to society; that the institution has now been in operation more than twenty years, without those hospital advantages that are regarded as essential to a thorough medical education; that in New York and Philadelphia the public hospitals are open to female medical students, and our city and college are thus placed at great disadvantage as a resort for women in pursuit of a medical education, and New England women are subjected to the trouble and expense of going elsewhere for facilities that are not here afforded them.

We, therefore, respectfully petition your honorable body that the students of this college may be allowed access to the female wards of the City Hospital, and to such other of the clinics as in your judgment they may properly attend.

JOSHUA MERRILL, *President.*
JOHN S. TYLER,
OSBORN HOWES,
HENRY D. HYDE,
AMARIAH STORRS,
JOHN W. OLMSTEAD,
HENRY HUTCHINSON,
SPENCER W. RICHARDSON,
FRANKLIN SNOW,
JOHN SOUTHER,
ALDEN SPEARE,
CURTIS C. NICHOLS,
SAMUEL GREGORY.

The undersigned, Faculty of the New England Female Medical College, realizing the importance of clinical instruction in a course of medical education, earnestly pray the honorable city government to grant the above petition of the trustees of said college for the admission of its students to the City Hospital.

STEPHEN TRACY, M. D.,
FRANCES S. COOKE, M. D.,
EDWARD AIKEN, M. D.,
WM. H. CAMPBELL, M. D.,
SAMUEL M. LOGAN, M. D.,
AMELIA F. WATERS, M. D.

BOSTON, Dec. 9, 1870.

To His Honor the Mayor, the Board of Aldermen, and the Common Council of the City of Boston:

We, the undersigned, students of the New England Female Medical College, beg leave to represent, that we are without the usual clinical advantages which are indispensable to future usefulness in our profession.

We therefore respectfully petition, that we may be admitted to share in the opportunities afforded by the City Hospital of Boston, equally with others pursuing the study of medicine.

SARAH L. HATHAWAY,
LAURA A. WHITING,
HELEN M. MARSH,
FANNIE A. NYE,
ABBY M. ANDREWS,
ELIZABETH A. CARLETON,
CATHERINE SILLER,
ANNIE F. LAWRENCE,
SARAH W. DEVOLL,
SARAH F. NORRIS,
JANE C. BUTMAN,
ARATHENA B. DRAKE,
SARAH F. NEWTON,
LUCRETIA M. WRIGHT,
EMILY J. GREENOUGH,
MARTHA SATCHWILL,
EMMA J. KENDRICK,
ANNA WETHERBEE,
MARGIE A. MEESICK,
AURILLA SPRINGER,
LYDIA MARQUETTE,
MARTHA E. BUCKNELL,
CELIA F. LOW,
EUNICE M. SMITH,
ARIADNE J. BORDEN,
FRANCES F. HAMILTON.

WE, the undersigned, friends of education, respectfully commend the petition of the ladies connected with the New England Woman's Medical College to the favorable consideration of the city authorities.

WILLIAM CLAFLIN, (GOV.)
A. A. MINER, (D. D.,)
CONRAD WESSELHOFT, (M. D.,)
H. C. ANGELL, (M. D ,)
H. AHLBORN, (M. D.,)
J. H. WOODBURY, (M. D.,)
CHAS. F. FARNSWORTH, (M D.,)
I. T. TALBOT, (M. D.,)
SAMUEL GREGG, (M. D ,)
A. F. SQUIRE, (M. D.,)
ALPHEUS HARDY,
CHARLES A. SWEET,
ALBERT BOWKER,
GARDNER BREWER,
JAMES H. BEAL,
GEORGE P. SANGER,
BENJ. E. BATES,
GEORGE HIGGINSON,
FRANKLIN HAVEN,
W. H. HOFFENDAHL, (M. D.,)
J. A. M. CHAPMAN, (REV.,)
WM. LLOYD GARRISON,
GEORGE PUTNAM, (D. D.,)
GILBERT HAVEN, (D. D.,)
L. T. TOWNSEND, (REV. PROF.,)
WM. F. WARREN, (D. D.,)
WILLIAM ENDICOTT, JR.,
J. M. MANNING, (D. D.,)
JOS. WHITE, (Sec. Ms. Bd. of Ed.)
THOMAS RUSSELL,
ALEXANDER H. RICE,
JOSEPH M. WIGHTMAN,
JOSIAH QUINCY,
H. P. KIDDER,
F. W. LINCOLN, JR.,
CHARLES W. SLACK,
EDWARD W. KINSLEY,
ALBERT DAY, (M. D.,)
JAMES CAMPBELL,
GEORGE RUSSELL, (M. D.,)
O. S. SAUNDERS, (M. D.,)
W. A. DUNKLEE,
B. W. DUNKLEE,
A. J. WRIGHT,
R. K. PORTER,
J. L. HATCH,
A. M. SHURTLEFF,
ISAAC T. CAMPBELL,
WM. B. WRIGHT, (REV.,)
HON. BINNEY SARGENT,
FREDERICK O. PRINCE,
SAMUEL R. SLACK, (REV.,)
HENRY I. BOWDITCH, (M. D.,)
PHILIPS BROOKS, (REV.,)
GEO. L. HARE, (D. D.,)
HARVEY JEWELL,
HORACE H. COOLIDGE,
M. E. WEBB, (M. D.,)
W. H. H. MURRAY, (REV.,)
HOWARD F. DAMON, (M. D.,)
WM. B. MACKIE, (M. D.,)
G. P. GREELEY, (M. D.,)
JOHN G. BLAKE, (M. D.,)
E. B. WEBB, (D. D.,)
S. CABOT, (M. D.,)
RUFUS ANDERSON, (D. D.,)
EZRA FARNSWORTH,
ABNER KINGMAN,
A. C. THOMPSON, (D. D.,)
CHARLES STODDARD,
J. RUSSELL BRADFORD,
N. G. CLARK, (D. D.,)
JOSEPH S. ROPES.

SEVENTH REPORT

OF THE

TRUSTEES OF THE CITY HOSPITAL,

BOSTON;

WITH

REPORTS OF THE SUPERINTENDENT AND PROFESSIONAL STAFF, RULES FOR ADMISSIONS AND DISCHARGES, ETC.

BOSTON:
ALFRED MUDGE & SON, CITY PRINTERS, 34 SCHOOL STREET.
1871.

BOARD OF TRUSTEES FOR 1870-71.

ALDERMAN —	HENRY L. PIERCE,	*Term expired January*, 1871.
COUNCILMEN —	GEORGE E. LEARNARD,	
	THOMAS W. BROWN, JR.	

AT LARGE — JOHN T. BRADLEE, *President*,
JOEL RICHARDS,
S. T. SNOW,
THEODORE METCALF,
DAVID H. COOLIDGE,
JAMES GUILD.

ALDERMAN —	HENRY L. PIERCE,	*Elected January*, 1871.
COUNCILMEN —	THOMAS W. BROWN, JR.	
	STEPHEN L. EMERY.	

LUCIUS A. CUTLER, *Superintendent.*

MEDICAL AND SURGICAL STAFF.

CONSULTING PHYSICIANS AND SURGEONS.

Edward Reynolds, M. D.
Winslow Lewis, M. D.
John Jeffries, M. D.
Silas Durkee, M. D.
Benj. E. Cotting, M. D.
Charles E. Buckingham, M.D.

VISITING PHYSICIANS.

Fitch Ed. Oliver, M. D.
J. N. Borland, M. D.
J. G. Blake, M. D.
John P. Reynolds, M. D.
Henry I. Bowditch, M. D.
Alexander D. Sinclair, M. D.

VISITING SURGEONS.

D. McB. Thaxter, Jr., M. D.
Chas. D. Homans, M. D.
David W. Cheever, M. D.
W. H. Thorndike, M. D.
W. B. C. Fifield, M. D.
William Ingalls, M. D.

OPHTHALMIC SURGEONS.

Henry W. Williams, M. D.
Oliver F. Wadsworth, M. D.

ADMITTING PHYSICIAN. — Howard F. Damon, M. D.

PATHOLOGIST. — S. G. Webber, M. D.

PHYSICIANS TO OUT-PATIENTS.

Wm. B. Mackie, M. D.
F. I. Knight, M. D.

DEPARTMENT FOR SKIN DISEASES, OUT-PATIENTS.

H. F. Damon, M. D.

DEPARTMENT FOR EAR DISEASES, OUT-PATIENTS

J. Orne Green, M. D.

SURGEONS TO OUT-PATIENTS.

M. F. Gavin, M. D. Geo. W. Gay, M. D.

MEDICAL HOUSE OFFICERS.

J. W. Spooner. J. A. Gordon.

OPHTHALMIC INTERNE. — Lewis S. Dixon.

SURGICAL HOUSE OFFICERS.

Charles B. Belt. W. P. Bolles. B. J. Handy.

OPHTHALMIC EXTERNE. — P. F. Gavin.

REPORT OF THE TRUSTEES.

City Hospital,
Boston, April 30, 1871.

To the City Council:

In compliance with the ordinance, the Board of Trustees of the City Hospital respectfully present their Seventh Report of that Institution, being for the year ending this day.

The number of patients treated during the year is as follows: —

Patients in the Hospital May 1, 1870		173
Admitted, —		
Medical	1,292	
Surgical	1,040	
Ophthalmic	55	
Small Pox	9	
		2,396
		2,569
Discharged	2,173	
Died	215	
		2,388
Remaining in the Hospital at this time		181

Largest number of patients in Hospital at any one time,	208
Smallest number of patients in Hospital at any one time,	135
Daily average of patients,	178$\frac{1}{8}$
Average length of stay for each patient	27 days.

In the department for out-patients, there have been treated:

Medical patients	2,908
Surgical "	2,787
Ophthalmic "	1,694
Cutaneous "	1,195
Aural "	315
	8,899

The number of visits from them has been as follows: —

Medical	4,773	
Surgical	9,175	
Ophthalmic	11,540	
Cutaneous	2,600	
Aural	2,140	
		30,228

Complete details of the patients treated, their diseases and results, together with the cost of maintaining the Hospital, are given in the reports of the professional staff and the Superintendent, transmitted herewith.

It will be observed that, since the annexation of Roxbury, which took effect on the 1st of January, 1868, the Hospital accommodations have been made use of to their utmost extent. Before that time the daily average of patients had been, —

For the year 1865	114
" " 1866	128
" " 1867	135

And since then, —

For the year 1868	172
" 16 months to April 30, 1870	178½
" the year ending April 30, 1871	178⅛

A very large number were refused admittance during the sixteen months, from Jan. 1, 1869, to April 30, 1870, by the examining physician, for want of room; and, by a careful record, it has been found that 268 applicants have been turned away the past year, for the same reason. There are 230 beds in the various wards and rooms, but it rarely happens that the different classes, medical, surgical and contagious, male and female of each class, are so exactly adjusted that every bed can be occupied at the same time. It has been the case but once in the history of the Hospital thus far. These facts are important, as giving force to the Mayor's suggestion in his annual address on the 1st of Jan. 1870: "Out of 730 applicants who were

denied admission during the past year, about fifty per centum were proper cases for treatment if sufficient room had been at the disposal of the Trustees. This fact, taken in connection with the increase of population by the annexation of Dorchester, and the prospect of still further extension of our limits, indicates that an enlargement of the Hospital will be required, if it should be deemed proper to continue its usefulness, and make it reasonably capacious enough to meet the demands which are made upon it, and have Boston maintain its reputation for liberal and needful public institutions." While, therefore, the Trustees point with great satisfaction to the large number of persons, from every variety of condition in life, who have availed themselves of the advantages afforded by such an establishment, and to the care with which it has been confined to those for whom it was originally intended, "such as require relief during *temporary* sickness," they are more than ever impressed with the conviction that the maximum of its usefulness, so far as room is concerned, has been reached. It may be the policy of the city to provide certain accommodations for the purposes indicated, and make the best possible use of them, rather than attempt to meet all the requirements of a rapidly growing community; but until such a conclusion has been somewhat formally announced, the Trustees have felt justified, after another year's experience, in again calling attention to the increasing demand for additional buildings. And they hope most earnestly that the present city government will give the subject the consideration it deserves, and adopt a course that will relieve the Trustees of any doubt hereafter as to the real intent of the Institution.

As appears by their report, the gentlemen of the staff feel hindered not a little in their work from the necessity of crowding too many patients into the wards, as well as from the great inconvenience arising from the location of the operating-room and the limited accommodations for the proper treatment of

accidents upon their first admission. All these disadvantages would be readily overcome by the erection of a new pavilion affording an opportunity for making other and better arrangements. The surgical out-patients' department, too, a very important feature in the attempt to administer relief where it is greatly needed, and at a very insignificant cost, is seriously restricted for the want of room. Whenever any such change as has been suggested above is made, this department will be provided for by a natural extension, and without any material outlay; simply occupying adjoining rooms now required for the reception of accidents.

The sum of ten thousand dollars has been appropriated by the present City Council with which to enlarge the boiler-house, provide a more suitable room for those dying in the Hospital, a Morgue for the reception and identification of the unknown dead found elsewhere, and other accommodations made necessary by the increasing use of the Hospital. In making these changes and improvements, the Trustees propose, as far as possible under the circumstances, to anticipate the wants of a larger number of patients than can at present be received.

The Trustees have never felt inclined to institute a comparison between the cost of maintaining patients here and elsewhere. Their ambition has not been to discover the lowest figure for which the work could possibly be carried on, at the sacrifice of every other consideration; but rather, by providing the best attendance and care, good and abundant food, neither luxurious nor profuse, and all the other proper appliances likely to ensure such a result, to relieve the largest number of persons in the speediest practicable time. There seems, however, to have arisen a strange and somewhat serious misapprehension on the part of some as to the actual expenditure incurred in this effort.

The whole number of 2,569 patients were in the Hospital, at an average of 27 days each, 69,363 days, or 9,909 weeks. The entire payments for the year, including everything, excepting

only the cost of the Quinquennial Medical and Surgical Reports, was at the rate of $10.16 per week, . . $100,687 10

But of the patients enumerated above, 104 paid for 331 weeks board,* 5,686 88

Leaving, therefore, the sum of . . . $95,000 22

as the cost to the city of treating 2,465 patients for a period of 9,578 weeks, which is at the rate of $9.92 per week. In making up this statement, nothing has been deducted for the expense of the out-patient departments; their cost is estimated at fifteen hundred to two thousand dollars.

No account is here made of interest upon the first outlay, the present value of the land if it were sold, or the amount of taxes it would give if occupied and improved as private property. The premises have been dedicated to their present use; the buildings have been erected; the only consideration now, is the annual sum requisite to continue a purpose fully and deliberately formed at the outset. No estimate is made, either, of the rich returns, in everything that tends to comfort, elevate and prosper a people, from those who have been restored to health, to their homes, and to their regular pursuits.

The first series of Medical and Surgical Reports, embracing a large number of very interesting cases during the first five years of the history of the Hospital, has been published; and distributed to members of the city government, to all the principal libraries and medical societies in this country, and widely to societies and distinguished members of the profession abroad. The highly gratifying references to it in the many acknowledgments to the Trustees, render it certain that it is recognized very generally as a valuable addition to the science of medicine and surgery.

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*The ordinance, Sec. 7, provides that the trustees may, when compensation therefor is made, afford seperate apartments and more accommodations than those which are customary when no compensation is made.

A generous addition to the library for the patients has been made the past year, chiefly by a contribution from Messrs. Fields, Osgood & Co. The constant use made of the books is a source of great satisfaction, as tending to occupy the minds of the patients, and in that way restraining them somewhat from a disposition to dwell upon their own maladies, or be disturbed too much by the suffering of others. The books, however, are rapidly worn out, and the Trustees do not hesitate, in the interest of those who derive from their use so much real enjoyment, to ask further and frequent donations from such collections as can easily spare occasional volumes, that mind and body may be helped on to a better condition at the same time.

The income of the Norcross and Ball Clothing Fund has been employed in relieving the necessities of those for whom it was specially designed.

The services on the Sabbath were intermitted for a while after the usual time for commencing them in the autumn, so few of the patients being able then to attend. After being resumed they have been continued regularly, quite fully attended much of the time. They have been conducted by clergymen of nearly all the different denominations, and the Trustees desire to return their acknowledgments for the kindly and cheerful manner in which their applications have been responded to.

No changes have been made during the past year in the professional staff. Its members have taken a lively interest in every movement or plan calculated to enhance the usefulness of the Institution, and sustain its position as one of the most attractive charities in the city. The Trustees are indebted to them and to the Superintendent for constant and efficient assistance in carrying out the design of its establishment.

JOHN T. BRADLEE, *President.*

SUPERINTENDENT'S REPORT.

SUPERINTENDENT'S OFFICE, CITY HOSPITAL.

TO THE BOARD OF TRUSTEES: —

GENTLEMEN, — At the close of the fiscal year, ending April 30, 1871, the Superintendent is again called upon to present to your Board the history of our annual labors. The Hospital has accommodated within its wards during the past year 2,569 persons, with a daily average of 178 1-8.

The following table gives the numbers, from year to year, applying for admission and being treated at the City Hospital.

	From June 1st, 1864, to Dec. 31st, 1864.	From Jan 1st, 1865, to Dec. 31st, 1865.	From Jan 1st, 1866, to Dec. 31st, 1866.	From Jan. 1st, 1867, to Dec. 31st, 1867.	From Jan. 1st, 1868, to Dec. 31st, 1868.	From Jan. 1st, 1869, to Apr. 30th, 1870.	From May 1st, 1870, to Apr. 30th, 1871.	TOTAL
Patients examined by Admitting Physician .	459	1,081	1,278	1,338	2,134	3,889	3,366	13,545
Patients admitted by Admitting Physician .	231	696	961	959	1,483	2,311	1,785	8,426
Patients admitted by Superintendent . . .	244	370	471	515	595	743	611	3,609
Patients admitted . . .	475	1,066	1,432	1,534	2,078	3,054	2,396	12,035
Patients accidentally injured	129	242	345	328	417	482	525	2,468
Number of out-patients treated	371	1,143	3,324	7,015	8,794	11,721	8,899	41,267

OUT-PATIENT DEPARTMENT.

The out-patients' department has been a source of great relief during the past year. The number of persons coming to the Hospital in the several departments for advice is as follows: eight thousand eight hundred and ninety-nine.

Medical, under the charge of Drs. Mackie & Knight,	2,908
Surgical, " " " " Drs. Gavin & Gay,	2,787
Ophthalmic," " " " Drs. Williams & Wadsworth	1,694
Skin Diseases, under the charge of Dr. Damon,	1,195
Ear, under the charge of Dr. Green,	315
Total,	8,899

The following Table will show the visits in the several departments, amounting to 30,228.

Visits from out-patients treated.

Year.	Month.	Medical.	Surgical.	Oph.	Ear.	Skin.
1870.	May.	538	309	1,268	118	240
	June.	387	659	800	184	251
	July.	405	781	872	143	158
	August.	480	938	1,102	70	236
	September.	450	928	1,080	101	207
	October.	370	860	930	155	196
	November.	334	801	1,059	197	220
	December.	333	800	1,032	166	175
1871.	January.	324	747	815	242	217
	February.	299	755	690	223	230
	March.	412	840	957	314	235
	April.	441	757	935	227	235
		4,773	9,175	11,540	2,140	2,600

RECAPITULATION.

Medical,	4,773
Surgical,	9,175
Ophthalmic,	11,540
Ear,	2,140
Skin,	2,600
	30,228

DISBURSEMENTS FROM MAY 1, 1870, TO APRIL 30, 1871.

Articles.	Quantity.	Cost.	Average.
Beef	63,945 lbs.	$8,897 34	14 c. per lb.
Mutton	21,756 "	2,351 78	10⅞ " "
Lamb	1,217 "	175 62	14½ " "
Veal	1,127 "	131 25	11⅝ " "
Fowls	8,790 "	2,116 07	24 " "
Lard	746 "	121 17	16¼ " "
Pork and Ham	2,220 "	343 88	15½ " "
Butter	9,508 "	3,340 98	35⅛ " "
Eggs	5,144 doz.	1,536 27	29⅞ " doz.
Vegetables and Fruit		2,110 46	
Bread		4,145 02	
Fish		1,228 23	
Milk	75,381 qts.	4,899 80	6½ c. per quart.
Flour	77 bbls.	702 00	$9.12 per barrel.
Water	9,172,705 galls.	2,751 79	3 c. per 100 galls.
Ice	229 1-40 tons.	1,714 45	$7.49 per ton.
Groceries		5,282 85	
Liquors		2,096 78	
Ale and Porter		769 00	
Medical Supplies		4,627 81	
Compress and Bandages		1,233 33	
Surgical Instruments		650 95	
Repairing Surgical Instruments		125 64	
Salaries and Labor		24,267 36	
Incidental Expenses		253 82	
Coal	1,380 tons.	10,100 65	$7.32 per long ton.
Wood and Charcoal for kindling		267 10	
Gas		1,621 96	
Books, Printing and Stationery		1,355 67	
Grounds		2,411 90	
Fixtures		209 65	
Repairs		4,208 84	
Carried forward		$96,049 42	

Articles.	Quantity.	Cost.	Average.
Amount brought forward . .	. . . . .	$96,049 42	
FURNISHING.			
Repairs and Renewals, $3,696 31	. . . . .	. . . . .	
Add'l new Furniture, 1,031 04	. . . . .	4,727 35	
STABLE.			
Horse $360 50	. . . . .	. . . . .	
Current Expenses . . . 970 24	. . . . .	1,330 74	
Quinquennial Report	. . . . .	5,719 27	
		$107,826 78	

Stock on hand, May 1, 1870.

Supplies	$484 50	
Liquors	200 00	
Fuel	3,949 62	
Medical Supplies	1,000 00	
Compress and Bandages	92 00	
		5,726 12
		$113,552 90

DEDUCT.

Stock on hand.

Supplies	$923 54	
Liquors	340 50	
Fuel	4,990 12	
Medical Supplies	892 37	
	7,146 53	
Quinquennial Report	5,719 27	
Cash received from pay-patients	5,686 88	
Additional new Furniture and fixtures . . .	1,240 69	
		19,793 37
Net cost of maintaining Hospital, from May 1, 1870, to April 30, 1871,		$93,759 53

STATISTICAL STATEMENT.

Applications for admittance, and visited by admitting Physician,	3,366
Admitted of the above,	1,785
Accidents and others admitted by Superintendent,	611
Patients in the wards, May 1, 1870,	173
Total number treated in wards during the year,	2,569
Total number, including out-patients, treated during the year,	11,468
Discharged, including deaths,	2,388
Daily average number in Hospital,	178⅛
Largest number at any one time in Hospital,	208
Smallest number at any one time in Hospital,	136
Number treated in small-pox department,	9
Average time remaining in Hospital,	27 days

RECAPITULATION.

Medical patients admitted,	1,292
Surgical patients admitted,	1,040
Ophthalmic patients admitted,	55
Small-pox patients admitted,	9
Total,	2,396

CONDITION OF PATIENTS DISCHARGED.

Recovered,	1,040
Relieved,	908
Not relieved,	131
Not treated,	94
Died,	215
Total,	2,388

The rate of mortality this year has been 9 per cent. In the number of deaths, many have been caused by accidents or acute disease, the patients not being transferred to the Hospital until they were beyond the reach of medical aid, and dying soon after entering. This year 56 deaths have occurred within 48 hours after admission.

PATIENTS EXAMINED BY THE ADMITTING PHYSICIAN.

1870–1871.		No. examined	No. admitted.	No. not adm
1870.	May	314	156	158
	June	284	153	131
	July	312	181	131
	August	357	171	186
	September	315	149	166
	October	229	123	106
	November	204	115	89
	December	248	151	97
1871.	January	254	120	134
	February	249	150	99
	March	300	171	129
	April	300	145	155
		3,366	1,785	1,581

Patients not admitted by Admitting Physician, and Cause.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	Total.
For want of accommodation	24	55	22	40	34	5	.	7	7	8	27	39	268
Referred to out-patient department	72	47	67	87	85	64	59	52	70	73	67	76	819
Non-residents	11	10	7	17	8	4	8	8	4	4	16	7	104
Advanced age	.	.	.	2	3	.	3	.	1	.	.	.	9
Under four years of age	6	1	3	1	.	.	1	1	1	2	.	.	16
Visited but changed their mind	5	.	3	1	2	1	.	2	3	2	3	3	25
Absent from home when called upon	.	1	1	1	1	3	.	2	.	.	.	.	9
Chronic	12	5	15	25	18	9	8	9	14	1	7	9	132
Phthisis	8	2	6	5	3	4	2	5	15	1	1	2	54
Insane	.	1	.	.	.	1	.	2	4	.	2	.	10
Delirium Tremens	.	1	.	.	2	.	.	1	1	.	.	.	5
Venereal	2	5	.	1	6	8	4	6	4	3	1	9	49
Pregnant	.	1	2	.	.	.	1	1	3	3	2	1	14
Incurable	2	.	1	1	.	.	1	.	.	.	.	.	5
Convalescent	.	.	.	.	3	.	2	.	2	.	.	.	7
Miscellaneous	16	2	4	5	1	7	.	1	5	2	3	9	55
	158	131	131	186	166	106	89	97	134	99	129	155	1581

EMPLOYMENT OF PATIENTS ADMITTED DURING THE YEAR.

MALES.

Apothecaries	5
Book keepers	5
Bookbinders	7
Barbers	9
Bar keepers	7
Blacksmiths	37
Boiler makers	8
Brass finishers	7
Bakers	14
Butchers	2
Clergymen	3
Children	19
Carriage makers	6
Carpenters	88
Clerks	25
Compositors	4
Cabinet makers	12
Coopers	16
Curriers	26
Druggists	4
Discharged soldiers	8
Engineers	17
Farmers	19
Gentlemen	3
Glass workers	1
Gardeners	4
Gasfitters	4
Grooms	16
Grocers	6
Harness makers	2
Hostlers	9
Hatters	2
Laborers	524
Machinists	40
Mechanics	29
Marble workers	14
Mariners	35
Musicians	3
Merchants	12
Carried forward	1052
Brought forward	1052
Masons	28
Nurse	1
Painters	40
Plumbers	6
Police	3
Plasterers	3
Printers	5
Piano makers	4
Store boys	27
School boys	51
Stone cutters	17
Shoemakers	29
Slaters	4
Teamsters	64
Tailors	11
Tobacconists	5
Traders	26
Upholsterers	2
Unknown	4
Waiters	37
Total	1,419

FEMALES.

Children	13
Cooks	17
Domestics	580
House keepers	203
No occupation given	20
Nurses	18
Shop girls	18
Seamstresses	87
School girls	21
Total	977

RECAPITULATION.

Males	1,419
Females	977
Total	2,396

NATIVITY OF PATIENTS ADMITTED DURING THE YEAR.

Boston	272
Other towns in Mass.	176
Maine	129
New Hampshire	45
Vermont	16
Rhode Island	13
Connecticut	9
New York	49
Middle States	17
Southern States	37
Western States	7
British Provinces	231
England	113
Ireland	1,098
Germany	63
Carried forward	2275
Brought forward	2275
Norway	2
Russia	3
Sweden	17
France	13
Scotland	40
Prussia	7
Switzerland	7
Western Islands	6
Denmark	1
Belgium	1
Italy	1
Poland	2
Unknown	21
Total	2,396

AGES OF PATIENTS ADMITTED DURING THE YEAR.

Males.		Females.	
From 1 to 5	8	From 1 to 5	4
" 5 to 10	28	" 5 to 10	17
" 10 to 20	176	" 10 to 20	146
" 20 to 30	441	" 20 to 30	348
" 30 to 40	310	" 30 to 40	209
" 40 to 50	225	" 40 to 50	136
" 50 to 60	153	" 50 to 60	84
" 60 to 70	65	" 60 to 70	27
" 70 to 80	11	" 70 to 80	6
80 to 90	2		
Total	1,419	Total	977

CIVIL CONDITION.

Males.		Females.	
Married	479	Married	247
Single	798	Single	518
Widowers	142	Widows	212
Total	1,419	Total	977

It must be gratifying to all who delight in doing good, to know that so many of the poor and suffering among us have availed themselves of the benefits of the Hospital, where they receive the best remedies and treatment that the present state of medical science affords. From the first opening of the Hospital to the present time, the calls for relief have continually increased, until the Institution is wholly inadequate for its demands. The crowded state of the wards, at some seasons of the year, is contrary to all sanitary principles. We are not prepared to receive any increased numbers under any emergencies, — such has been our condition the year past. The religious services on the Sabbath have been conducted as in past years, and much interest manifested. In conclusion, I feel under the greatest obligation to each member of your Board, and the Medical Staff, for continued kindness and courtesy during the year.

Very respectfully,

L. A. CUTLER,

Superintendent.

REPORT OF HOSPITAL STAFF.

City Hospital, April 30, 1871.

To the Board of Trustees:

The following Report exhibits the number of patients who have been treated in the various departments of the Hospital during the past twelve months, together with a classification of their diseases, and the results of treatment: —

TABLE OF MEDICAL DISEASES,

Classified according to the Nomenclature of Diseases, as published by the Royal College of Physicians of London, and American Medical Association.

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
GENERAL DISEASES.											
1. Small-Pox, Distinct	...	1	..	1	..	..	1	..	..	1	..
4. Measles	4	8	8	16	20	..	..	..	..	20	..
5. Scarlet Fever	1	4	7	11	8	1	..	..	1	10	2
Anginose	...	1	1	2	2	..	..	..	..	2	..
Malignant	1	..	..	..	1	..	..	..	..	1	..
7. Typhus Fever	...	1	..	1	..	..	..	..	1	1	..
8, Cerebro-Spinal Fever	...	1	..	1	..	..	..	..	1	1	..
9. Typhoid Fever	...	45	37	82	57	2	1	..	22	82	..
11. Simple Continued Fever	...	1	2	3	3	..	..	..	..	3	..
12. Febricula	2	15	13	28	27	2	1	..	..	30	..
15. Intermittent Fever	...	4	1	5	4	1	..	..	..	5	..
Quotidian	...	4	1	5	4	1	..	..	..	5	..
Tertian	...	3	1	4	4	..	..	..	..	4	..
Irregular	...	6	..	6	3	3	..	..	..	6	..
Malignant Fever	...	..	1	1	..	..	..	..	1	1	..
Sequel of Typhoid	...	..	1	1	..	1	..	..	..	1	..
16. Remittent Fever	...	1	..	1	1	..	..	..	..	1	..
18. Choleraic Diarrhœa	...	3	5	8	7	1	..	..	..	8	..
19. Diphtheria	1	..	..	..	..	1	..	..	..	1	..
30. Erysipelas	1	10	22	32	30	2	..	..	..	32	1
31. Pyæmia	...	..	1	1	..	..	..	..	1	1	..
34. Acute Rheumatism	6	54	42	96	66	16	1	1	3	87	15
Sub-acute Rheumatism	2	29	20	49	24	17	2	..	1	44	7
35. Gonorrhœal Rheumatism	...	2	..	2	..	1	..	..	..	1	1
36. Synovial Rheumatism	...	2	2	4	3	..	..	1	..	4	..
37. Muscular Rheumatism	...	8	1	9	6	3	..	..	..	9	..
38. Chronic Rheumatism	2	31	21	52	12	33	4	1	2	52	2
Carried forward	20	234	187	421	282	85	10	3	33	413	28

MEDICAL. — *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward . . .	20	234	187	421	282	85	10	3	33	413	28
GENERAL DISEASES. — *Con.*											
43. Syphilis	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Secondary	2	10	22	32	6	21	. .	1	. .	28	6
44. Gonorrhœa	. . .	. .	2	2	2	. .	. .	. .	. .	2	. .
49. Scrofula with Tubercle	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Local Scrofulous Affection .	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Tubercular Meningitis . . .	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Scrofulous Disease of Glands	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
Phthisis Pulmonalis	11	50	31	81	3	51	15	1	13	83	9
Acute Tuberculosis	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Hæmoptysis	1	6	2	8	3	5	. .	. .	1	9	. .
Tubercular Peritonitis . . .	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
52. Diabetes	. . .	1	1	2	1	1	. .	. .	. .	2	. .
53. Purpura	. . .	. .	1	1	. .	. .	. .	. .	. .	. .	1
Simple	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Hemorrhagic	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Furunculus	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Debility	7	26	59	85	36	37	8	3	1	85	7
55. Anæmia	. . .	1	13	14	7	6	1	. .	. .	14	. .
56. Chlorosis	. . .	. .	5	5	4	1	. .	. .	. .	5	. .
57. General Dropsy	2	. .	. .	. .	. .	2	. .	. .	. .	2	. .
Carcinoma	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
DISEASES OF THE NERVOUS SYSTEM.											
60. Meningitis	. . .	. .	2	2	. .	1	. .	. .	. .	1	1
Headache	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
65. Apoplexy	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Congestive	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
Sanguineous	. . .	2	. .	2	. .	. .	. .	. .	2	2	. .
Other Cerebral Affections . . .	. . .	1	. .	1	. .	. .	. .	. .	. .	1	. .
Inflam. of Dura Mater	. . .	1	. .	1	1	. .	. .	. .	1	1	. .
Carried forward	44	340	330	670	348	215	34	9	56	662	52

MEDICAL.—*Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	44	340	330	670	348	215	34	9	56	662	52
DIS. OF THE NERVOUS SYSTEM.—*Con.*											
Delirium	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Delirium Tremens	. . .	3	1	4	3	. .	. .	. .	1	4	. .
66. Sunstroke and effects of	. . .	8	1	9	4	1	1	. .	3	9	. .
Glioma	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
Fibro Glioma	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
DISEASES OF SPINAL CORD AND MEMBRANES.											
75. Myelitis	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
Concussion of Spine	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
Angular Curvature	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
DISEASES OF THE NERVES.											
84. Hemiplegia	3	10	6	16	. .	10	4	. .	2	16	3
Paraplegia	2	4	2	6	1	4	. .	1	1	7	1
Locomotor Ataxy	1	1	. .	1	. .	2	. .	. .	. .	2	. .
Local Paralysis	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Syphilitic Hemiplegia . . .	. . .	. .	1	1	. .	. .	. .	. .	. .	. .	1
Nervous Debility	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Vertigo	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
FUNCTIONAL DISEASES OF NERVOUS SYSTEM.											
93. Epilepsy	. . .	11	2	13	1	4	5	2	. .	12	1
94. Convulsions	. . .	1	1	2	. .	. .	. .	. .	2	2	. .
98. Chorea	. . .	. .	4	4	2	1	. .	. .	. .	3	1
99. Hysteria	1	. .	11	11	3	6	1	1	. .	11	1
101. Neuralgia	1	6	14	20	7	8	3	. .	. .	18	3
Facial. Tic Douloureux . . .	2	. .	5	5	. .	7	. .	. .	. .	7	. .
Hemicrania	. . .	3	1	4	2	1	. .	1	. .	4	. .
Sciatica	2	2	2	4	3	2	. .	1	. .	6	. .
Pleurodynia	. . .	2	2	4	2	1	. .	. .	. .	3	1
Cramp	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Carried forward	57	398	385	783	379	266	49	15	67	776	64

MEDICAL.—*Concluded.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	57	398	385	783	379	266	49	15	67	776	64
FUNCTIONAL DISEASES OF NERVOUS SYSTEM.—*Continued.*											
Lumbo abdominal	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
Cephalalgia	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
104. Hypochondriasis	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
DISEASES OF INTELLECT.											
105. Mania	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
106. Melancholia	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Acute	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Insanity	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
DISEASES OF THE CIRCULATORY SYSTEM.											
DISEASES OF THE HEART AND ITS MEMBRANES.											
219. Pericarditis	. . .	2	. .	2	1	. .	. .	. .	. .	1	1
225. Valve Disease	. . .	5	4	9	. .	1	4	. .	4	9	. .
Aortic	. . .	2	. .	2	. .	1	1	. .	. .	2	. .
Mitral	. . .	5	7	12	. .	5	4	1	2	12	. .
229. Hypertrophy	. . .	2	1	3	. .	2	. .	. .	1	3	. .
233. Fatty Degeneration	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
236. Aneurism	2	1	. .	1	. .	. .	2	. .	1	3	. .
DISEASES OF THE ARTERIES.											
250. Aneurism	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
DISEASES OF THE VEINS.											
260. Phlebitis	. . .	1	1	2	1	1	. .	. .	. .	2	. .
261. Phlegmasia Dolens	. . .	. .	1	1	. .	. .	. .	1	. .	1	. .
DISEAES OF NOSTRILS.											
289. Nasal Catarrh	. . .	1	1	2	. .	2	. .	. .	. .	2	. .
DISEASES OF TRACHEA AND BRONCHI.											
305. Bronchial Catarrh	. . .	. .	3	3	2	. .	. .	. .	. .	2	1
Acute	2	7	11	18	11	7	. .	. .	2	20	. .
Carried forward	61	430	418	848	397	288	62	18	78	843	63

MEDICAL. — *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	61	430	418	848	397	288	62	18	78	843	66
DISEASES OF THE TRACHEA AND BRONCHI. — *Continued.*											
306. Bronchitis, Chronic	. . .	10	7	17	2	12	1	1	. .	16	1
Sub-acute	2	1	. .	1	3	. .	. .	. .	. .	3	. .
314. Asthma	. . .	5	1	6	1	4	. .	. .	1	6	. .
DISEASES OF THE LUNG.											
315. Pneumonia	8	39	15	54	31	10	2	. .	16	59	3
317. Gangrene	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
318. Passive Congestion	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
322. Emphysema	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
325. Acute Pneumonic Phthisis . . .	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
326. Chronic Pneumonic Phthisis . .	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
DISEASES OF THE PLEURA.											
331. Pleurisy	1	7	2	9	4	2	. .	. .	3	9	1
332. Chronic Pleurisy	1	9	2	11	4	5	. .	. .	1	10	2
333. Empyæma	1	2	. .	2	1	1	. .	. .	1	3	. .
335. Hydrothorax	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
336. Pneumothorax	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Pleuropneumonia	. . .	3	1	4	2	. .	1	. .	. .	3	1
DISEASES OF THE DIGESTIVE SYSTEM.											
349. Ulcerated Stomatitis	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
DISEASES OF THE FAUCES AND PALATE.											
423. Tonsillitis	. . .	2	4	6	6	. .	. .	. .	. .	6	. .
Cancer of Œsophagus	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Parotitis	. . .	3	. .	3	3	. .	. .	. .	. .	3	. .
DISEASES OF THE PHARYNX.											
431. Pharyngitis	. . .	3	2	5	2	2	. .	. .	. .	4	1
DISEASES OF THE STOMACH.											
449. Gastritis sub-acute	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
450. Chronic Ulcer	1	1	1	2	1	1	1	. .	. .	3	. .
Carried forward	76	519	458	977	461	326	69	19	103	978	75

MEDICAL.—*Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	76	519	458	977	461	326	69	19	103	978	75
DISEASES OF THE STOMACH.—*Con.*											
460. Dyspepsia	1	9	17	26	9	13	2	2	. .	26	1
461. Gastrodynia	. . .	2	2	4	1	3	. .	. .	. .	4	. .
462. Pyrosis	. . .	. .	3	3	1	. .	1	1	. .	3	. .
Carcinoma	. . .	1	1	2	. .	. .	1	. .	1	2	. .
Cancers	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Hæmatemesis	. . .	. .	3	3	2	1	. .	. .	. .	3	. .
Vomiting	. . .	. .	2	2	1	1	. .	. .	. .	2	. .
DISEASES OF THE INTESTINES.											
466. Dysentery	. . .	4	11	15	12	. .	2	. .	1	15	. .
Enteritis	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
484. Diarrhœa	1	15	9	24	12	6	1	1	2	22	3
486. Colic	. . .	5	2	7	6	. .	. .	1	. .	7	. .
Obstructions	1	. .	. .	. .	. .	. .	. .	. .	1	1	. .
Sporadic Cholera	. . .	2	3	5	4	. .	. .	. .	1	5	. .
DISEASES OF THE LIVER.											
501. Hepatitis	1	1	. .	1	2	. .	. .	. .	. .	2	. .
Cancer	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
504. Simple Enlargement	. . .	3	1	4	1	2	1	. .	. .	4	. .
506. Cirrhosis	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
513. Jaundice	. . .	4	2	6	1	2	. .	. .	3	6	. .
Hepatic	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
DISEASES OF THE SPLEEN.											
Cancer of Pancreas	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
Cancer of Mesentery	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
DISEASES OF PERITONEUM.											
531. Peritonitis	. . .	1	4	5	4	1	. .	. .	. .	5	. .
532. Ascites	. . .	5	5	10	2	4	2	. .	2	10	. .
Carried forward	81	574	526	1100	521	359	80	24	118	1102	79

MEDICAL. — *Continued.*

DISEASES.	In Hospital May 1, 1870.	ADMITTED. Males.	Females.	Total.	DISCHARGED. Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	Remaining in Hospital, April 30, 1871.
Brought forwar . . .	81	574	526	1100	521	359	80	24	118	1102	79
DISEASES OF URINARY SYSTEM.											
Disease of Kidney.											
538. Bright's Kidney	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Acute	. . .	6	2	8	1	3	1	. .	1	6	2
Chronic	3	15	9	24	. .	13	5	2	3	23	4
Nephritic Colic	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
554. Suppression of Urine	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF THE BLADDER.											
557. Cystitis	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Chronic	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Dysuria	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Orchitis of Mumps	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
571. Hæmaturia (Vesical)	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
577. Retention of Urine	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
DISEASES OF WOMEN.											
Of the Ovary.											
737. Complex Cystic Tumor	. . .	. .	1	1	. .	. .	. .	. .	. .	. .	1
Unknown	. . .	. .	2	2	. .	1	1	. .	. .	2	. .
Diseases of Broad Ligament.											
650. Pelvic Peritonitis	. . .	. .	2	2	. .	2	. .	. .	. .	2	. .
Pelvic Cellulitis	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Peri Metritis	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Diseases of the Womb.											
654. Catarrh (Leucorrhœa)	1	. .	11	11	6	5	1	. .	. .	12	. .
655. Inflammation	1	. .	3	3	2	2	. .	. .	. .	4	. .
656. Granular Inflammation	. . .	. .	3	3	. .	3	. .	. .	. .	3	. .
Endo Metritis	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
658. Ulcer	. . .	. .	2	2	. .	2	. .	. .	. .	2	. .
Congestion	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
667. Non-Malignant Tumors	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Fibrous Tumors	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Carried forward	86	598	572	1170	534	396	91	26	122	1169	87

MEDICAL.—*Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	86	598	572	1170	534	396	91	26	122	1169	87
DISEASES OF WOMEN.—*Continued.*											
Uterine	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
Cancer	. . .	. .	4	4	. .	1	1	2	. .	4	. .
669. Displacements	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Anteversion	1	. .	1	1	. .	2	. .	. .	. .	2	. .
Retroversion	1	. .	2	2	. .	3	. .	. .	. .	3	. .
Anteflexion	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Retroflexion	. . .	. .	2	2	. .	1	. .	. .	. .	1	1
Prolapsus	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Procidentia	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Other Uterina	. . .	. .	2	2	. .	2	. .	. .	. .	2	. .
Sub-Involution	. . .	. .	2	2	1	1	. .	. .	. .	2	. .
681. Pruritus	. . .	. .	2	2	. .	1	. .	. .	. .	1	1
Vascular Tumor of Meatus Urinarius	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
FUNCTIONAL DISEASES OF WOMEN.											
690. Amenorrhœa	. . .	. .	8	8	2	6	. .	. .	. .	8	. .
693. Dysmenorrhœa	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
694. Menorrhagia	. . .	. .	7	7	5	1	1	. .	. .	7	. .
Metrorrhagia	. . .	. .	2	2	1	1	. .	. .	. .	2	. .
DISEASES OF PREGNANCY.											
695. Metritis	. . .	. .	6	6	3	3	. .	. .	. .	6	. .
703. Abortion	. . .	. .	5	5	2	3	. .	. .	. .	5	. .
704. Premature Labor	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Retained Placenta	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF CUTANEOUS SYSTEM.											
827. Erythema	. . .	. .	1	1	. .	. .	. .	1	. .	1	. .
Syphiloderma Tuberculata . . .	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Impetigo	. . .	2	1	3	2	. .	. .	1	. .	3	. .
Eczema	. . .	10	11	21	12	6	1	. .	. .	19	2
834. Prurigo	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Carried forward	89	611	636	1247	567	429	97	30	122	1245	91

MEDICAL. — *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	89	611	636	1247	567	429	97	30	122	1245	91
DIS. OF CUTANEOUS SYSTEM. — *Con.*											
838. Psoriasis	...	1	1	2	2	..	..	..	..	2	..
841. Herpes	...	..	..	..	..	..	..	..	..	..	..
Zoster	...	1	..	1	1	..	..	..	..	1	..
848. Sycosis	...	1	..	1	1	..	..	..	..	1	..
POISONS.											
Metals and their Salts.											
907. Mercury	...	..	1	1	..	..	..	..	1	1	..
908. Lead	...	1	..	1	..	..	1	..	..	1	..
Colic	...	3	..	3	3	..	..	..	..	3	..
Palsy	...	1	..	1	1	..	..	..	..	1	..
Vegetable Poisons.											
936. Opium	...	1	2	3	2	..	1	..	..	3	..
938. Alcohol	...	7	4	11	9	2	..	..	..	11	..
Alcoholismus	...	1	..	1	..	1	..	..	..	1	..
Quinine	...	1	..	1	..	1	..	..	..	1	..
DISEASES OF THE EAR.											
Otitis	1	2	2	4	2	3	..	..	..	5	..
Ascites	...	1	..	1	..	..	1	..	..	1	..
Periostitis	...	..	1	1	1	..	..	..	..	1	..
NOT OTHERWISE CLASSIFIED.											
Morbus Coxæ	...	..	1	1	..	..	..	..	1	1	..
Accident	...	..	1	1	..	..	..	..	1	1	..
Childbirth	...	..	1	1	1	..	..	..	..	1	..
Surgical	...	2	4	6	..	2	2	2	..	6	..
Ulcer of Rectum	...	1	..	1	..	..	..	..	..	..	1
Ulcer of the Leg	1	..	..	..	..	1	..	..	..	1	..
Abscess	...	..	1	1	..	..	..	..	1	1	..
Unknown	...	2	..	2	1	..	..	..	1	2	..
Totals	91	637	655	1292	591	439	102	32	127	1291	92

SURGICAL DISEASES.

Classified according to the Nomenclature adopted by the Royal College of Physicians of London, and by the American Medical Association.

DISEASES.	In Hospital May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
General Diseases.											
A.											
27. Phagedæna, Syph	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
30. Erysipelas	. . .	. .	1	1	. .	. .	. .	. .	. .	. .	1
Phlegmonous	. . .	3	1	4	1	2	. .	. .	1	4	. .
Diffuse Inflammation of Cellular Tissue	. . .	14	4	18	4	8	. .	. .	2	14	4
Scrofula	. . .	1	1	2	. .	1	1	. .	. .	2	. .
Endo Metritis	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
Œdema	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
B.											
43. Syphilis	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
Primary	1	1	1	2	2	. .	. .	1	. .	3	. .
Secondary	5	26	12	38	20	14	2	2	1	39	4
Tertiary	. . .	3	2	5	1	1	. .	2	. .	4	1
Soft Chancre	1	. .	1	1	1	1	. .	. .	. .	2	. .
Bubo (hard or suppurating)	. . .	. .	2	2	. .	1	. .	. .	. .	1	1
44. Cancer	1	1	3	4	. .	1	. .	. .	4	5	. .
Scirrhus	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Epithelial	1	4	2	6	3	2	. .	1	. .	6	1
46. Lupus	. .	1	. .	1	. .	1	. .	. .	. .	1	. .
Chronic Lupus	. .	. .	1	1	. .	1	. .	. .	. .	1	. .
Lupus Exedens	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Diseases of the Brain and its Membranes.											
Concussion	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Delirium Tremens	. . .	2	. .	2	. .	. .	. .	. .	2	2	. .
Carried forward	9	60	35	95	34	37	3	7	11	92	12

SURGICAL. — *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	9	60	35	95	34	37	3	7	11	92	12
FUNCTIONAL DISEASES OF THE NERVOUS SYSTEM.											
90. Tetanus	. . .	2	. .	2	. .	. .	. .	. .	2	2	. .
101. Neuralgia.											
Irritable Stump	1	1	. .	1	1	1	. .	. .	. .	2	. .
DISEASES OF THE VEINS.											
260. Phlebitis	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Adhesive	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
266. Varicose Veins	. . .	4	2	6	3	1	. .	. .	. .	4	2
DISEASES OF THE ABSORBENTS.											
271. Inflammation of Glands	1	5	1	6	3	4	. .	. .	. .	7	. .
Lymphangitis	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF DUCTLESS GLANDS.											
280. Bronchocele	1	. .	. .	. .	. .	. .	1	. .	. .	1	. .
DISEASES OF THE LARYNX.											
293. Laryngitis	. . .	1	1	2	. .	. .	. .	. .	2	2	. .
DISEASES OF THE JAWS.											
358. Abscess of the Antrum	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Cancer	. . .	. .	1	1	. .	. .	. .	. .	1	1	. .
Necrosis	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
364. Cysts	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
DISEASES OF THE TONGUE.											
416. Syphilis	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Cancer	. . .	2	. .	2	. .	. .	. .	. .	1	1	1
Stomatitis	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
DISEASES OF THE PHARYNX.											
436. Cancer	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
439. Abscess	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
DISEASES OF THE ŒSOPHAGUS.											
446. Stricture	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
Carried forward	12	81	43	124	43	47	6	7	17	120	16

SURGICAL.— *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED. Males.	Females.	Total.	DISCHARGED. Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	Remaining in Hospital, April 30 1871.
Brought forward	12	81	43	124	43	47	6	7	17	120	16
DISEASES OF THE INTESTINES.											
480. Hernia	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Strangulated	. . .	1	1	2	1	. .	. .	. .	1	2	. .
Inguinal	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Femoral	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF THE RECTUM.											
490. Fistula in Ano	. . .	6	2	8	3	2	1	. .	. .	6	2
491. Hæmorrhoids	1	3	1	4	2	2	. .	1	. .	5	. .
Internal	. . .	3	1	4	3	1	. .	. .	. .	4	. .
External	. . .	2	4	6	2	4	. .	. .	. .	6	. .
Cancer	. . .	1	2	3	. .	. .	. .	2	. .	2	1
Polypi	. . .	2	. .	2	. .	1	. .	. .	. .	1	1
494. Prolapsus	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
495. Stricture	. . .	2	. .	2	. .	1	. .	. .	. .	1	1
496. Condyloma	. . .	. .	2	2	1	1	. .	. .	. .	2	. .
DISEASES OF THE BLADDER.											
557. Cystitis	. . .	5	. .	5	. .	2	. .	. .	2	4	1
566. Irritability	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
570. Calculus	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Triple Phosphate	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
Vesico Vaginal Fistula	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Urethro Ves. Vag. Fistula . . .	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
571. Hæmaturia	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
577. Retention of Urine	. . .	6	. .	6	2	3	. .	1	. .	6	. .
DISEASES OF PROSTATE GLAND.											
578. Inflammation	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Acute	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
Chronic	. . .	2	. .	2	. .	1	. .	. .	1	2	. .
GONORRHŒA.											
585. Gonorrhœa	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
587. Phimosis	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
Carried forward	13	125	59	184	62	70	8	12	21	173	24

SURGICAL. — *Continued.*

DISEASES.	In Hospital May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital Apr. 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	13	125	59	184	62	70	8	12	21	173	24
GONORRHŒA. — *Continued.*											
591. Epididymitis	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
DISEASES OF THE MALE URETHRA.											
596. Stricture	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Organic	1	10	. .	10	3	4	2	1	. .	10	1
Spasmodic	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
Contraction of Meatus . . .	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
599. Urinary Fistula	. . .	5	. .	5	1	3	. .	. .	1	5	. .
DISEASES OF THE GENERATIVE SYSTEM.											
441. Cancer. Epithelial	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
DISEASES OF THE SCROTUM.											
Lacerated Wound	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
DISEASES OF THE CORD.											
612. Hydrocele	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Encysted	1	2	. .	2	2	1	. .	. .	. .	3	. .
613. Varicocele	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
DISEASES OF THE TUNICA VAGINALIS											
618. Hæmatocele	. . .	2	. .	2	1	. .	. .	1	. .	2	. .
DISEASES OF THE TESTICLE.											
620. Orchitis	1	2	. .	2	2	1	. .	.	. .	3	. .
Acute	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
Chronic	. . .	2	. .	2	. .	1	. .	. .	. .	1	1
Cystic	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
DISEASES OF FEMALE ORGANS OF GENERATION.											
636. Encysted Dropsy	1	. .	1	1	. .	. .	. .	1	1	2	. .
DISEASES OF VAGINA.											
585. Gonorrhœa	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Lacerated Wound	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
DISEASES OF THE VULVA.											
683. Abscess	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
Carried forward	21	157	61	218	78	87	10	15	23	213	26

SURGICAL. *Continued.*

DISEASES.	In Hospital May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	21	157	61	218	78	87	10	15	23	213	26
DISEASES OF THE VULVA.—*Con.*											
Erythema	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
DISORDERS OF THE CIRCULATORY SYSTEM.											
Of the Lower Extremities . . .	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
DISEASES OF THE FEMALE BREAST.											
729. Inflammation	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Acute	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
730. Abscess	. . .	. .	2	2	2	. .	. .	. .	. .	2	. .
731. Lacteal Fistula	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Cancer	. . .	. .	2	2	. .	1	. .	. .	. .	1	1
Non-malignant Tumors	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF BONES.											
755. Ostitis	. . .	1	1	2	. .	2	. .	. .	. .	2	. .
Periostitis	. . .	3	. .	3	1	2	. .	. .	. .	3	. .
Inflammation of Mastoid Cells .	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
759. Caries	. . .	1	1	2	. .	1	. .	. .	. .	1	1
760. Necrosis	2	14	4	18	4	12	. .	1	2	19	1
Necrosis of Rib	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
DISEASES OF JOINTS.											
769. Synovitis	. . .	3	. .	3	3	. .	. .	. .	. .	3	. .
Acute	. . .	4	. .	4	. .	3	. .	. .	. .	3	1
Chronic	. . .	2	1	3	. .	. .	1	. .	. .	1	2
Pulpy Degeneration	. . .	. .	1	1	1	. .	. .	. .	. .	. .	1
Scrofulous Disease	1	5	6	11	2	6	1	2	1	12	. .
Morbus Coxæ	2	5	4	9	. .	4	1	2	3	10	1
Relaxed Ligaments	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Neuralgia of Shoulder Joint	. . .	. .	1	1	. .	. .	1	. .	. .	1	. .
Rheumatic	. . .	1	4	5	. .	3	1	1	. .	5	. .
771. Abscess	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
Carried forward	28	200	90	290	97	122	15	21	29	283	35

SURGICAL. *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	28	200	90	290	97	122	15	21	29	283	35
772. Ankylosis	. . .	1	1	2	. .	1	1	. .	. .	2	. .
774. Degeneration of Cartilage . . .	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
DISEASES OF THE SPINE.											
784. Caries and Necrosis	. . .	2	2	4	. .	1	1	. .	2	4	. .
785. Psoas and Lumbar Abscess . . .	. . .	1	. .	1	. .	. .	1	. .	. .	1	. .
786. Angular Curvature	. . .	. .	1	1	. .	. .	. .	1	. .	1	. .
DISEASES OF TENDONS.											
804. Inflammation	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Thecal Abscess	1	3	2	5	3	3	. .	. .	. .	6	. .
Plantar "	. .	. .	1	1	1	. .	. .	. .	. .	1	. .
DISEASES OF THE APPENDAGES OF THE MUSCULAR SYSTEM.											
812. Enlarged Bursa Patellæ	. . .	. .	2	2	2	. .	. .	. .	. .	2	. .
813. Enlargement of other Bursæ . .	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
815. Bursal Abscess	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
Felon	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
817. Ganglion	1	1	. .	1	1	. .	1	. .	. .	2	. .
DISEASES OF THE CELLULAR TISSUE.											
821. Sphacelus	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Phlegmonous Erysipelas . .	. . .	3	1	4	2	1	. .	. .	1	4	. .
Abscess	. . .	6	1	7	5	1	. .	1	. .	7	. .
Senile Gangrene	1	. .	. .	. .	. .	. .	. .	. .	1	1	. .
Cellutitis	. . .	2	1	3	3	. .	. .	. .	. .	3	. .
862. Carbuncle	. . .	3	4	7	2	5	. .	. .	. .	7	. .
INJURIES.											
992. Burns	3	15	13	28	7	16	. .	3	4	30	1
994. Multiple Injuries	. . .	13	3	16	4	5	. .	1	6	16	. .
997. Exposure to cold	. . .	2	. .	2	. .	1	. .	. .	1	2	. .
LOCAL INJURIES.											
A. Of the Head	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Carried forward	34	259	122	381	129	159	19	28	45	379	36

SURGICAL.—*Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED. Males.	Females.	Total.	DISCHARGED. Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	Remaining in Hospital April 30, 1871.
Brought forward	34	259	122	381	129	159	19	28	45	379	36
LOCAL INJURIES.—*Continued.*											
Wound of Ear	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1000. Contusion	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
1001. Cephalæmatoma	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Scalp-wound; bone exposed . .	1	8	2	10	2	7	. .	1	1	11	. .
1002. Scalp-wound; bone not exposed	. . .	12	1	13	6	6	. .	. .	. .	12	1
1003. Concussion of the brain	. . .	6	. .	6	2	1	. .	. .	1	4	2
Frac. of Skull, simple, without depression	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Frac. of Skull, simp., with dep'n	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Frac. of Skull, comp. with't dep'n	. . .	1	1	2	. .	2	. .	. .	. .	2	. .
Frac. of Skull, comp. with dep'n	. . .	5	. .	5	. .	. .	. .	. .	5	5	. .
Frontal Sinus	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Traumatic Epilepsy	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
1009. Injuries of the Vessels	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
INJURIES OF THE FACE.											
1011. Contusion	. . .	. .	2	2	1	1	. .	. .	. .	2	. .
1012. Wound	. . .	10	1	11	5	6	. .	. .	. .	11	. .
Powder Injury	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1018. Fracture of the facial bones . .	. . .	8	1	9	3	5	. .	1	. .	9	. .
1019. Fracture of lower Jaw	1	2	1	3	. .	2	1	1	. .	4	. .
Abscess of Jaw	. . .	1	1	2	1	1	. .	. .	. .	2	. .
INJURIES OF THE NECK.											
1037. Contusion of soft parts	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
1042. Wound, cut throat	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
1043. Injuries of vessels	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
INJURIES OF THE CHEST.											
1048. Contusion	. . .	5	. .	5	4	1	. .	. .	. .	5	. .
1049. Fracture of Ribs	. . .	13	. .	13	7	4	. .	. .	1	12	1
1050. Frac. of Ribs with injury of Lung	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
1052. Wound of the Parietes	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Carried forward	36	344	133	477	162	201	20	31	58	471	42

SURGICAL. — *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED. Males.	Females.	Total.	DISCHARGED. Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	Remaining in Hospital, April 30, 1871.
Brought forward	36	344	133	477	162	201	20	31	58	471	42
INJURIES OF THE CHEST. — *Con.*											
1053. Perforating Wound of the Chest.	. . .	3	. .	3	. .	3	. .	. .	. .	3	. .
INJURIES OF THE BACK.											
1059. Contusion	. . .	9	. .	9	6	3	. .	. .	. .	9	. .
1060. Sprain	. . .	13	. .	13	5	8	. .	. .	. .	13	. .
1061. Wound	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
1062. Fracture and Disloc. of Spine .	. . .	2	. .	2	. .	1	. .	. .	1	2	. .
1063. Injury of the Cord, without Frac.	. . .	2	. .	2	. .	1	. .	. .	1	2	. .
INJURIES OF THE ABDOMEN.											
1064. Contusion	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1067. Wound of Parietes	. . .	1	1	2	2	. .	. .	. .	. .	2	. .
1073. For'gn Bodies in Periton. Cavity	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Malignant Tumor	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
INJURIES OF THE PELVIS.											
1077. Contusion	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
1078. Wound of Male Perineum . . .	. . .	2	. .	2	1	. .	. .	. .	. .	1	1
1079. " Female " . . .	. . .	. .	2	2	. .	2	. .	. .	. .	2	. .
1084. Rupture of Bladder	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
1085. Rupture of Bladder from Frac. .	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
1090. Fracture of Pelvis	. . .	7	. .	7	3	3	. .	. .	1	7	. .
INJURIES OF THE UPPER EXTREMITIES.											
1092. Contusion	. . .	4	. .	4	. .	4	. .	. .	. .	4	. .
1093. Sprain	1	3	3	6	3	1	. .	2	. .	6	1
1094. Wound	4	17	2	19	5	15	. .	. .	1	21	2
1095. Wound of Joint	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1096. Injury to Vessels	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
1097. Foreign Bodies Imbedded . . .	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
1100. Fracture	1	1	. .	1	1	1	. .	. .	. .	2	. .
1101. Fracture of the Clavicle	. . .	9	7	16	4	10	. .	2	. .	16	. .
1102. " " Scapula	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
Carried forward	42	430	149	579	193	263	20	35	65	575	46

SURGICAL. — *Continued.*

DISEASES.	In Hospital May 1, 1870.	ADMITTED. Males.	Females.	Total.	DISCHARGED. Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	Remaining in Hospital April 30, 1871.
Brought forward	42	430	149	579	193	263	20	35	65	575	46
INJURIES OF THE UPPER EXTREMITIES. — *Continued.*											
1103. Fracture of the Humerus . . .	3	17	9	26	13	12	2	1	. .	28	1
1104. " " Forearm . . .	. . .	14	4	18	10	8	. .	. .	. .	18	. .
1105. Fr. of Carp. Metacarp. or Ph'nges	1	14	. .	14	2	10	1	1	. .	14	1
Comp. Fracture of Carpus Metacarpus or Phalanges . . .	. . .	4	. .	4	. .	1	1	. .	. .	2	
" Fr. Radius	. . .	1	2	3	. .	3	. .	. .	. .	3	. .
" " Humerus	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1110. Dislocation of the Shoulder . .	. . .	4	1	5	5	. .	. .	. .	. .	5	. .
1111. Dislocation of the Elbow . . .	. . .	5	. .	5	2	3	. .	. .	. .	5	. .
Fracture of Elbow Joint	1	. .	. .	. .	. .	1	. .	. .	. .	1	. .
" " Ulna	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
INJURIES OF THE LOWER EXTREMITIES.											
1115. Contusion	2	16	7	23	14	6	1	2	. .	23	2
1116. Sprain	1	23	10	33	9	23	. .	. .	. .	32	2
1117. Wound	2	21	5	26	12	12	. .	. .	1	25	3
1118. Wound of Joint	. . .	2	. .	2	. .	. .	. .	. .	2	2	. .
1119. Injuries of Vessels	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Old fracture	. . .	2	. .	2	. .	1	. .	1	. .	2	. .
1122. Fracture of the Femur	1	18	3	21	10	7	. .	. .	2	19	3
" " Inner Condyle .	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
1123. Fracture of the Cervix Femoris	2	3	5	8	7	2	. .	. .	. .	9	1
1124. Intracapsular Fracture	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
1126. Fracture of the Patella	1	5	. .	5	3	2	. .	. .	. .	5	1
1127. Fracture of the Leg, both bones	7	33	10	43	21	16	. .	. .	8	45	5
1128. Fracture of the Tibia, alone . .	. . .	15	5	20	9	10	. .	. .	. .	19	1
1129. Fracture of the Fibula, alone .	. . .	13	6	19	9	5	. .	1	. .	15	4
1130. Fract. of the Bones of the Foot	. . .	12	3	15	6	6	1	. .	. .	13	2
1133. Dislocation of the Hip	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
1135. Dislocation of the Knee	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Carried forward	63	658	220	878	329	393	26	41	79	867	74

SURGICAL.— *Continued.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	63	658	220	878	329	393	26	41	79	867	74
INJURIES NOT CLASSIFIED.											
Abscess	. . .	10	5	15	6	7	. .	2	. .	15	. .
Face	. . .	1	1	2	. .	1	1	. .	. .	2	. .
Axilla	. . .	1	1	2	. .	2	. .	. .	. .	2	. .
Neck	. . .	4	1	5	. .	4	. .	. .	1	5	. .
Thigh	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Hand	. . .	1	1	2	2	. .	. .	. .	. .	2	. .
Palmar	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
Perineal	. . .	2	. .	2	1	1	. .	. .	. .	2	. .
Peri Nephritic	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Of Knee	. . .	1	3	4	3	. .	. .	. .	. .	3	1
Tumors	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Fatty	. . .	1	7	8	5	3	. .	. .	. .	8	. .
Glandular	. . .	1	1	2	1	. .	. .	. .	. .	1	1
Abdominal	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Popliteal	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
Encysted	. . .	. .	2	2	. .	. .	. .	1	. .	1	1
Of Neck	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
Over Sacrum	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Ulcers	. . .	. .	. .	. .	. .	. .	. .	. .	. .	. .	. .
Chronic	7	19	20	39	23	15	. .	6	. .	44	2
Traumatic	. . .	2	. .	2	2	. .	. .	. .	. .	2	. .
Simple	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Varicose	5	17	8	25	16	9	. .	3	. .	28	2
Irritable	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Ani	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Mastoiditis	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
Hydrocephalus	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
Hæmorrhage	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Purpura with Ulceration	. . .	1	1	2	. .	1	. .	. .	1	2	. .
Carried forward	75	730	274	1004	392	442	27	54	82	996	83

SURGICAL.—*Concluded.*

DISEASES.	In Hospital, May 1, 1870.	ADMITTED.			DISCHARGED.						Remaining in Hospital, April 30, 1871.
		Males.	Females.	Total.	Well.	Relieved.	Not Relieved.	Not Treated.	Died.	Total.	
Brought forward	75	730	274	1004	392	442	27	54	82	996	83
FRACTURES.											
Compound Leg and Arm	. . .	2	. .	2	. .	1	. .	. .	1	2	. .
" Leg, both bones	. . .	2	1	3	2	. .	. .	. .	1	3	. .
" Leg, comp. and commin'd	. . .	1	. .	1	. .	. .	. .	. .	. .	. .	1
" Bones of foot, compound	. . .	2	. .	2	1	. .	. .	. .	. .	1	1
" Tibia, compound	. . .	1	. .	1	. .	1	. .	. .	. .	1	. .
False Anchylosis of Hip	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Traumatic Paraplegia	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
Inflammatory Swelling	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Malformation of Ureter	. . .	. .	1	1	. .	. .	. .	1	. .	1	. .
Thoracic Fistula	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
Fragilitis Ossium	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Necrosis Os Frontis	. . .	. .	1	1	. .	1	. .	. .	. .	1	. .
Hypochondriasis	. . .	1	. .	1	. .	. .	. .	1	. .	1	. .
Epitheleoma	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Inflammation of Ear	. . .	. .	1	1	1	. .	. .	. .	. .	1	. .
Cicatrix from Burn	1	. .	. .	. .	1	. .	. .	. .	. .	1	. .
Ingrowing Toe Nail	. . .	1	3	4	. .	4	. .	. .	. .	4	. .
Corns	. . .	2	. .	2	. .	2	. .	. .	. .	2	. .
Rheumatism	. . .	1	3	4	. .	1	1	. .	. .	2	. .
Phthisis	. . .	1	. .	1	. .	. .	. .	. .	1	1	. .
Debility	. . .	1	. .	1	1	. .	. .	. .	. .	1	. .
Medical	. . .	2	. .	2	. .	1	1	. .	. .	2	. .
Ophthalmic	. . .	. .	1	1	. .	. .	. .	1	. .	1	. .
Unknown	. . .	2	1	3	. .	. .	. .	1	2	3	. .
Totals	77	751	289	1040	400	456	29	59	87	1031	87

TABLE OF OPHTHALMIC PATIENTS

FROM MAY 1, 1870, to APRIL 30, 1871.

DISEASES.	Remaining in Hos. May 1, 1870	ADMITTED. Males.	Females.	Total.	Discharged.	Remaining in Hos. Apr. 30, 1871	OPERATIONS.	Right eye.	Left eye.	No. of Operations.	Successful.	Unsuccessful.	Relieved.	Still under Treatment.
Cataract, hard . . .	2	10	10	20	21	1	Extraction with Suture	11	10	21	12	.	8	1
Cataract, Congenital	. .	1	1	2	2	. .	Extraction without Suture.	2	2	4	3	.	1	. .
Glaucoma	. .	.	4	4	4	. .	Linear Extraction (Graefe's)	6	5	11	6	1	4	. .
Irido Choroiditis . .	. .	2	1	3	3	. .	Discission	2	2	4	3	.	1	. .
Occlusion of Pupil .	. .	.	3	3	3	. .	Iridectomy	4	4	8	5	.	3	. .
Staphyloma	. .	1	1	2	2	. .	"	2	2	4	2	.	2	. .
Traumatic Injury . .	1	5	.	5	6	. .	"	2	1	3	2	.	1	. .
Purulent Conjunctivitis	. .	.	3	3	3	. .	Passavants Operation	1	1	2	1	1	. .	.
Ulcer and Perforation of Cornea	. .	.	2	2	2	. .	Abscission	1	1	2	2	.	. .	. .
Trichiasis	. .	.	2	2	2	. .	Enucleation	4	1	5	5	.	. .	. .
Ectropion	. .	.	1	1	1	. .								
Strabismus Con . . .	. .	1	.	1	1	. .								
Opaque Capsule . . .	. .	1	2	3	3	. .								
Dislocation of Lens .	. .	1	.	1	1	. .	Flap of Lids . . .	2	2	4	3	1	. .	. .
Abscess of Cornea .	. .	.	1	1	1	. .								
Epithelioma	. .	1	.	1	1	. .	Strabotomy	1	1	2	2	.	. .	. .
Not Treated	. .	.	1	1	1	. .	Removal of Capsule	1	.	1	.	.	1	. .
Totals	3	23	32	55	57	1	Totals.	39	32	71	46	3	21	1

In making their Annual Report, embodying a record of the relief of thousands of our fellow-citizens, the Medical Staff invite the attention of the Trustees to the pressing need, becoming every day more urgent, of enlarged and improved accommodations, to increase the efficiency of the Hospital, to enable it to receive all who have a just claim to its benefits, and to render it worthy of the position it holds, at the head of our city charities.

The great addition to the population of Boston since the Hospital was established, together with the annexation of large and populous districts, have rendered the present buildings wholly insufficient for the purposes they were intended to fulfil; and the Staff find their efforts crippled in every direction, by the want of sufficient space and proper facilities. It has been necessary to have more beds in the large wards than accords with the welfare of the patients, and the rooms in the basement, unsuitable for the successful treatment of eye and other critical diseases, have been occupied for these cases, for want of other accommodations. No provision, whatever, is made for lying-in women, and cases occur where deserving persons are forced, at this critical period, to seek refuge where they can have but incompetent assistance, instead of being properly sheltered and cared for in their hour of need.

The amphitheatre for operations is not only too small and destitute of all conveniences, but is at almost the farthest distance from the surgical wards, so that patients must undergo a long, painful and even dangerous transportation before they can be placed in their beds; thus seriously compromising the results of operations.

The accident room also affords but insufficient facilities.

The ill effects of over-crowding, alluded to in our last Report, continue to be felt in the pavilion for contagious diseases.

The Staff also ask leave to suggest, as in their judgment a most important sanitary and economical measure, the establish-

ment of a convalescent department, for the reception of such patients as no longer require active medical treatment, though they are not sufficiently well to return to their homes and labors with safety.

The city would thus be relieved from the more expensive maintenance of such persons in this Hospital, while at the same time its beds would become available for the reception of cases of acute disease requiring prompt and active treatment.

Respectfully submitted by

HENRY W. WILLIAMS,
J. NELSON BORLAND,
W. C. B. FIFIELD,
Committee of the Hospital Staff.

OUT-PATIENTS' DEPARTMENT.

MEDICAL.

IN CHARGE OF DRS. MACKIE AND KNIGHT.

To the Board of Trustees, City Hospital: —

Gentlemen, — On the completion of another year, we respectfully present to the Board of Trustees the annual statement of the operations and condition of the Medical Department of the City Hopital. The number of patients treated in this department has been 2,908. The daily average attending has been 30 31-52, — the decrease in number compared with previous years being due to the fact that no medicines have been given away. The prevailing diseases have been Chronic Rheumatism, Dyspepsia, Anæmia, Phthisis and Bronchitis; these affections being the most common among the laboring class of our population. We cannot but express a feeling of satisfaction at the working of this department when we consider the success attending our efforts to relieve those applying for treatment. In conclusion, we would express our hearty thanks for the cordial and efficient manner in which the Hospital internes and externes who have been associated with us have performed their duties, and to the Superintendent and Trustees for their uniform kindness in assisting us to carry forward the work of this department.

Respectfully submitted,

WM. B. MACKIE, M. D.
F. I. KNIGHT, M. D.

MEDICAL DISEASES TREATED AS OUT-PATIENTS.

Diseases.	Men.	Boys.	Girls.	Women	Total.
General Diseases.					
A.					
3. Chicken Pox	1	....	....	....	1
Progressive Muscular Atrophy	1	....	....	....	1
9. Typhoid Fever	4	....	2	....	6
11. Simple Continued Fever	....	1	....	....	1
12. Febricula	5	4	4	3	16
15. Intermittent Fever	2	....	....	....	2
Quotidian	1	....	....	....	1
Tertian	1	1	....	....	2
Irregular	....	....	....	1	1
Debility	59	28	42	194	323
16. Nervous Debility	3	....	....	2	5
Cholera Morbus	1	....	....	1	2
20. Hooping Cough	....	3	....	....	3
21. Mumps	....	2	....	2	4
30. Erysipelas	....	....	....	5	5
B.					
Sub-Acute Rheumatism	4	....	1	5	10
34. Acute Rheumatism	3	....	....	1	4
35. Gonorrhœal Rheumatism	2	....	....	1	3
37. Muscular Rheumatism	22	1	1	13	37
38. Chronic Rheumatism	124	1	....	97	222
43. Syphilis	4	....	....	1	5
Secondary	4	....	....	2	6
Myalgia	1	....	....	....	1
Furunculus	2	1	....	....	3
49. Scrofula	....	1	....	....	1
Tubercular Meningitis	....	1	....	....	1
Phthisis Pulmonis	132	8	6	145	291
Hæmoptysis	4	....	....	3	7
Tabes Mesenterica	....	1	....	....	1
Marasmus	....	1	2	....	3
50. Rachitis	....	2	....	....	2
Carried forward	380	56	58	476	

MEDICAL OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	380	56	58	476	970
General Diseases. — *Continued.*					
52. Diabetis	....	....	1	1	2
53. Purpura — simple	....	....	1	....	1
Adenitis	6	2	....	5	13
55. Anæmia	3	11	19	38	71
56. Chlorosis	....	....	....	13	13
57. General Dropsy	....	1	1	1	3
Diseases of the Nervous System.					
60. Meningitis	....	....	....	1	1
Tubercular	....	1	....	....	1
Cerebral	....	....	....	1	1
66. Sunstroke and effects of	4	....	....	....	4
67. Chronic Hydrocephalus	....	....	1	....	1
Cephalalgia	9	1	2	8	20
Spermatorrhœa	3	....	....	....	3
Vertigo	2	....	....	1	3
Diseases of the Spinal Cord and Membranes.					
75. Inflammative — Myelitis	1	....	....	....	1
Lateral Curvature	....	1	....	....	1
Diseases of the Nerves.					
84. Paralysis	1	....	....	1	2
Hemiplegia	....	1	1	5	7
Paraplegia	3	....	1	1	5
Infantile Paralysis	....	....	1	....	1
Local Paralysis	1	1	....	2	4
Facial Paralysis	....	....	....	1	1
Nervous Irritability	....	....	1	1	2
Functional Diseases of the Nervous System.					
92. Infantile convulsions	....	1	1	....	2
93. Epilepsy	4	1	1	4	10
97. Shaking Palsy	....	....	....	1	1
98. Chorea	....	8	7	2	17
99. Hysteria	....	....	1	3	4
Carried forward	417	85	97	566	1165

MEDICAL OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	417	85	97	566	1165
Functional Diseases of the Nervous System.— *Continued.*					
101. Neuralgia General	17	1	1	26	45
Tic-Douloureux	....	....	....	4	4
Hemicrania	1	....	....	4	5
Sciatica	6	....	....	3	9
Pleurodynia	6	1	....	5	12
Effects of Tobacco	7	....	....	....	7
Insomnia	2	2	1	3	8
Intercostal Neuralgia	1	....	....	....	1
Diseases of Intellect.					
105. Mania Puerpural	....	....	....	1	1
Spermatophobia	2	....	....	....	2
DISEASES OF THE CIRCULATORY SYSTEM.					
Diseases of the Heart and its Membranes.					
225. Valve diseases — Aortic	4	....	1	4	9
Mitral	5	....	2	8	15
Palpitation	2	....	....	1	3
Organic	3	....	....	....	3
Functional	9	....	....	5	14
229. Hypertrophy	1	....	....	....	1
230. Dilatation	3	....	....	1	4
236. Aneurism	1	....	....	....	1
Diseases of the Arteries.					
250. Aneurism	1	....	....	....	1
DISEASES OF THE RESPIRATORY SYSTEM.					
Disease of the Nostrils.					
289. Nasal Catarrh	23	4	6	24	57
Epistaxis	1	....	....	2	3
Diseases of the Larynx.					
302. Aphonia	....	....	....	2	2
Carried forward	512	93	108	659	1372

MEDICAL OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	512	23	108	659	1372
Diseases of the Trachea and Bronchi.					
306. Bronchitis	50	27	33	37	147
Acute	5	9	4	18	36
Sub-Acute	64	8	13	81	166
Chronic	14	2	1	25	42
Cough	2	....	....	2	4
Bronchocele	23	14	19	18	74
314. Asthma	5	....	....	1	6
Diseases of the Lungs.					
315. Pneumonia	13	....	....	2	15
322. Emphysema	4	....	....	2	6
Diseases of the Pleura.					
331. Pleurisy	12	....	....	5	17
332. Chronic Pleurisy	5	....	....	....	5
333. Empyema	1	....	....	....	1
Diseases of the Digestive System.					
348. Stomatitis	....	4	5	1	10
Diseases of the Fauces and Palate.					
421. Ulcerated Throat	3	....	....	3	6
423. Tonsillitis	10	4	7	11	32
Laryngitis	1	....	...	1	2
Diseases oe the Pharynx.					
431. Pharyngitis	29	3	3	29	64
Hæmatameses	2	....	....	....	2
Diseases of the Stomach.					
449. Gastritis	10	1	1	3	15
450. Chronic Ulcer	1	....	....	1	2
460. Dyspepsia	115	8	16	278	417
461. Gastrodynia	....	....	....	2	2
Gastralgia	....	....	1	....	1
Vomiting	....	2	....	5	7
Carried forward	881	175	211	1184	2451

MEDICAL OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	881	175	211	1184	2451
Diseases of the Intestines.					
466. Dysentery	8	2	2	3	15
484. Diarrhœa	18	41	24	11	94
486. Colic	1	2	1	1	5
487. Constipation	16	1	4	36	57
Enteritis sub-acute	1	....	....	1	2
Hamorrhoids	6	....	....	1	7
Diseases of the Liver.					
501. Hepatic	1	....	....	1	2
504. Simple Enlargement	....	....	....	1	1
513. Jaundice	3	....	....	4	7
DISEASES OF THE URINARY SYSTEM.					
Disease of Kidney.					
538. Bright's Kidney	9	2	1	3	15
Acute	1	1	....	....	2
Chronic	1	....	....	....	1
Albuminuria	1	....	....	....	1
Renal Calculus	1	....	....	....	1
Gonorrhœa	5	....	....	1	6
Peri-Nephritic Abscess	1	....	....	....	1
Uric Acid Gravel	....	....	....	1	1
Enlarged Prostate	1	....	....	....	1
Dysuria	1	....	....	1	2
Diseases of the Bladder.					
557. Cystitis	1	....	....	2	3
Gravel	....	....	....	1	1
571. Hæmaturia	....	....	....	1	1
576. Incontinence of Urine	1	....	1	3	5
577. Retention of Urine	....	2	....	....	2
DISEASES OF WOMEN.					
Of the Ovary.					
630. Inflammation	....	....	....	3	3
631. Abscess	....	....	....	1	1
Carried forward	958	226	244	1260	2688

MEDICAL OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	958	226	244	1260	2688
Diseases of Broad Ligament.					
650. Inflammation-Pelvic Cellulitis	....	....	....	1	1
Diseases of the Womb.					
654. Catarrh (Leucorrhœa)	....	....	....	24	24
655. Inflammation	....	....	....	12	12
658. Ulcer	....	....	....	4	4
Cancer of Uterus	....	....	....	1	1
669. Displacements Anteversion	....	....	....	2	2
Retroversion	....	....	....	2	2
Anteflexion	....	....	....	2	2
Prolapsus	....	....	....	5	5
671. Inflammation of Vagina	....	....	....	4	4
680. Inflammation of Labia	....	....	2	1	3
Functional Diseases of Women.					
690. Amenorrhœa	....	....	....	26	26
Menopause	....	....	....	3	3
693. Dysmenorrhœa	....	....	....	3	3
694. Menorrhagia	....	....	....	13	13
Metrorrhagia	....	....	....	1	1
Uterine Hæmorrhage	....	....	....	1	1
Diseases of Pregnancy.					
695. Metritis	....	....	....	2	2
703. Pregnancy	....	....	....	5	5
704. Premature Labor	....	....	....	1	1
Vomiting of Pregnancy	....	....	....	7	7
Diseases of Cutaneous System.					
Impetigo	....	....	....	2	2
Pruritus	1	....	....	....	1
834. Prurigo	1	....	....	....	1
837. Pityriasis	1	....	....	....	1
Preputialis	1	....	....	....	1
842. Pemphigus	....	1	....	....	1
838. Psoriasis	....	....	....	1	1
Carried forward	962	227	246	1383	2818

MEDICAL OUT-PATIENTS. — *Concluded.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	962	227	246	1383	2818
Poisons.					
Metals and their Salts.					
906. Arsenic	1	....	....	....	1
908. Lead	2	....	....	....	2
Palsy	2	....	....	....	2
Vegetable Poisons.					
938. Alcohol	7	....	....	....	7
Tobacco	3	....	....	....	3
Diseases of the Intestines.					
Lumbricoid Worms	....	4	5	....	9
Ascarides	1	....	2	....	3
Tœnia	1	....	....	....	1
Vertigo	3	....	....	2	5
Examined but not treated	22	5	10	20	57
Totals	1004	236	263	1405	2908

OUT-PATIENTS' DEPARTMENT.

SURGICAL.

IN CHARGE OF DRS. GAVIN AND GAY.

Boston, April 30, 1871.

To the Trustees of the City Hospital:

Gentlemen, — We herewith present our Annual Report of the Surgical Out-Patient Department for the year ending April 30, 1871.

As the business of this branch of the Hospital is rapidly increasing, we would respectfully call your attention to our need of more room. We often have from forty to fifty patients, daily, and our present quarters are much too limited for their proper accommodation.

Respectfully submitted,

M. F. GAVIN, M. D.,
GEO. W. GAY, M. D.,
Surgeons to Out-Patients.

SURGICAL DISEASES TREATED AS OUT-PATIENTS.

Abscess	24
" Alveolar	13
" Arm	8
" Axilla	23
" Back	2
" Cervical	34
" Ear	2
" Eyelid	1
" Face	33
" Finger	1
" Fore-arm	4
" Ischio Rectal	2
" Labia Minora	1
" Leg	6
" Mammary	7
" Nates	2
" Nose	1
" Palmar	47
" Parotid	1
" Patella (over)	1
" Perinæum	1
" Perinephirtic	1
" Scrotal	1
" Scalp	11
" Soft Palate	1
" Thigh	3
" Tongue	2
" Toe	1
" Vulva	1
" Wrist	1
Abrasion	1
Arthritis	5
Adenitis	34
Anchylosis True	3
" False	12
Amputation (old)	2
" Arm (old)	3
" Fingers	14
" Foot (old)	1
" Toes	1
Atresia Nymphæ	1
Bites	7
Bow Legs	3
Bronchocele	2
Bubo.	26
Burns	35
Bursa — enlarged	16
" inflamed	2
Bunion	1
Caries	2
Calculus	3
Cancer Epithelial	2
Cellulitis	23
" Face	2
" Hand	5
" Leg	2
" Thigh	1
Chancre	5
Chancroid	32
Cicatrix	8
Condylomata	4
Contusion	153
Contraction finger	4
" Hamstring tendons	1
Corns	6
Cleft Ear	6
Curvature Angular	12
Creaking Tendon	4
Cyst of Elbow	1
" Face	2
" Neck	1
" Nates	1
Cystitis, Chronic	7
Divergent Septum Nasi	1
Dislocation of Arm	2
" Acromial end of Clavicle	4
Dislocation Fore-arm	1
" Finger	1
" Humerus	7
" Radius and Ulna.	2
" Shoulder	3

Dislocation of Thumb	2
Epididymitis	11
Epulis	2
Eczema	5
Excoriation	5
Erysipelas Traumatic	6
Elbow, Fracture and Dislocation of	1
" Injury to	9
Feet Deformed	2
Felons	71
Finger Excised	1
Fistula in Ano	8
" Perineo	4
Flat Foot	1
Frost Bite	5
Foreign bodies in Arm	1
" " Back	1
" " Cornea	1
" " Ear	1
" " Face	2
" " Finger	2
" " Foot	1
" " Hand	14
" " Leg	1
" " Nares	1
" " Nates	1
" " Œsophagus	2
" " Thigh	3
" " Throat	3
" " Thumb	1
" " Walls of Abdomen	1
Fracture of Clavicle	22
" Colles	17
" Femur	2
" Of Fingers	4
Fracture of Fingers, Compound	20
" of Fibula	2
" Humerus	13
" " External Condyle	6
" Humerus, Internal Condyle	14
" Jaw	4
Fractures of Metacarpal bones	23
" Metatarsal bones	6
" Nasal bone	6
" " Compound	1
" Old	10
" Phalanges	7
" Radius	20
" Radius and Ulna	11
" Ribs	6
" Scapula	1
" Tibia	2
" Tibia and Fibula	2
" Thumb	1
" Toe	1
" Ulna	3
Furunculus	20
Ganglion	11
Glands, Enlarged	29
" Suppurating	11
Gleet	1
Gonorrhœa	30
Granulations, Exuberant	1
Hæmorrhoids	33
Hare-lip, Double	1
Hæmorrhage of Gums	1
Hernia	1
" Femoral	1
" Inguinal	26
" Umbilical	1
" Ventral	2
Housemaid's Knee	2
Hydrocele	7
" of the cord	3
" Encysted	6
Hypertrophy of Gums	1
" Masseter Muscle	1
" Toenail	1
" Ventral	1
Induration about hip joint	1
Inflammation of Breast	1
Ingrowing Toenail	7
Irritable Bladder	1
" Stump	5
Incontinence Fæces	1

Lupus	1
Ligaments relaxed	3
Loose Cartilage	2
Molluscum	2
Morbus Coxæ	16
Muscular Atrophy	1
Necrosis	19
" Finger	5
" Humerus	1
" Jaw	4
" Metacarpus	1
" Os Frontis	1
" Radius and Ulna	1
" Thumb	1
Nævus	1
Neuralgia	6
Œdema arm	1
" foot	1
" legs	2
Odontalgia	392
Onychia	7
Orchitis	5
Osteitis	2
Otalgia	2
Ozæna	3
Paralysis	2
" Infantile	1
Paralysis Muscular	1
" Traumatic	3
Paraphymosis	9
Paronychia	63
Perforation soft palate	1
Periostitis	15
Pharyngitis	2
Phlebitis	2
Phlegmasia dolens	1
Phymosis	5
" Congenital	1
Polypus Nasi	5
Plethora	1
Potts Disease	13
Potts Disease, Incipient	2
Prostatitis Chronic	1
Ranula	1
Retention of Urine	7
Rheumatic Arthritis	5
Rheumatism	5
Rickets	1
Ruptured Muscles	1
" Tendons	1
Scald	2
Scrofulous Dis. Fingers	2
" " Knee	9
" " Pharynx	1
" " Tibia and Ulna	2
Seminal Emissions	1
Sinus	3
Spina Bifida	1
Sprains	186
Stricture of Urethra	7
" of Œsophagus	1
Synovitis	16
" Chronic	17
Syphilis	3
" Secondary	6
" Tertiary	1
Talipes Equinus	1
" Varus	4
Talipes Valgus	2
Tongue tie	5
Tonsillitis	6
Tonsils Enlarged	11
Torticollis	2
Tumors, Cheloid	1
" Cancer orbit	1
" Cancer	1
" Encysted	22
" Epithelial	8
" Fatty	7
" Fibrous	4
" Glandular	8
" Mammary	1
" Malignant	1
" Painful subcutaneous	2
" Scirrhus	7
" Vascular	3
Ulceration about the Umbilicus	1
" of soft palate specific	1
" Scrofulous	3
Ulcers Chronic	77

Ulcers Eczematous	8
" Gangrenous	1
" Hypertrophic	1
" Indolent	1
" Inflamed	5
" of Nose	1
" Simple	28
" Syphilitic	26
" " soft palate	1
" Traumatic	9
" Varicose	80
Uvula Elongated	1
Urethritis (female)	1
Varicocele	3
Varix	13
Warts	2
Wounds	21
" Contused	41
" Gunshot (old)	5
" Incised	73
" Lacerated	62
" Lacerated and Incised	20
" Punctured	8
" of Scalp	16
Wry Neck	1
Total	2,787

OPERATIONS PERFORMED UPON SURGICAL OUT-PATIENTS.

Abscess	19
" Arm	11
" Alveolar	6
" Axilla	14
" Back	2
" Breast	2
" Cervical	20
" Ear	8
" Face	21
" Labia	1
" Leg	2
" Lumbar	1
" Mammary	1
" Nates	1
" Neck	5
" Nose	1
" Palmar	31
" Patella (over)	1
" Popliteal	1
" Scalp	4
" Septum Nasi	1
" Shoulder	1
" Thigh	2
Amputation of Fingers	19
" Thumb	1
" Uvula	1
Atresia Nymphæ	1
Bubo	5
Bursa Enlarged	1
Cellulitis	3
Cleft Ear	3
Contraction of Fingers	2
Cysts	1
" Face	3
" Neck	1
Dislocations Reduced	
" Humerus	4
" Thumb	2
" Elbow	3
" Fore-arm	1
" Finger	1
Epulis	1
Felons	62
Furunculus	9
Foreign bodies in Arm	1
" " Abdominal wall	1
" " Finger	11
" " Hand	8
" " Thigh	4
" " Throat	1
" " Foot	1
" " Cornea	1
" " Œsophagus	1
" " Face	1
" " Nares	1
Ganglion	11
Glands Suppurating	3
Hare-lip	1
Hydrocele	5
" Cord	2
" Encysted	2
" Double	1
Ingrowing Toe-nails	7
Nævus	1
Necrosis	1
" Jaw	1
Odontalgia	408
Paraphymosis	7
Paronychia	42
Polypus Nasi	3

Phymosis	1
Ranula	1
Retention of Urine	1
Removal of Wen	1
" Sutures	1
" Nails	1
" Of splinter from Meatus	1
Seton	1
Tongue tie	2
Tonsils Excised	4
Tumors	
" Cheloid	1
Tumors, Glandular	2
" Encysted	6
" Epithelial	2
" Painful Subcutaneous	1
" Vascular	2
Warts	1
Wounds Incised	15
" Lacerated	19
" Contused	5
" Scalp	7
" Punctured	1
Total	882

OUT-PATIENTS' DEPARTMENT.

EYE AND EAR.

IN CHARGE OF — EYE { DR. WILLIAMS.
DR. WADSWORTH.

" " EAR — DR. GREEN.

DISEASES OF THE EYE TREATED AS OUT-PATIENTS.

Diseases.	Men.	Boys.	Girls.	Women	Total.
Diseases of the Conjunctivitis.					
111. Conjunctivitis	6	....	2	16	24
112. Catarrhal Ophthalmia	146	42	63	202	453
113. Pustular Ophthalmia	11	20	23	25	79
114. Purulent Ophthalmia	2	1	2	1	6
Dipthentic Ophthalmia	....	1	1	1	3
Papular	3	....	....	3	6
Eechymosis	1	....	....	1	2
Erophthalmia	....	....	....	1	1
115. Ophthalmia Neonatorum	....	3	2	....	5
117. Gonorrhœal Ophthalmia	....	1	....	1	2
Trachoma	17	....	2	24	43
Parrnus	....	....	....	1	1
120. Penguecula	....	....	....	....	.....
121. Pterygium	....	....	....	....	.....
122. Fatty Tumor	....	....	....	1	1
Keratitis Phtyctenula	3	3	4	2	12
Diseases of the Comea.					
125. Keratitis	3	3	4	8	18
126. Chronic Interstitial Keratitis	1	1	1	....	3
128. Ulcer	75	35	33	66	209
129. Opacity	21	9	16	20	66
Hypopyum	....	....	....	1	1
Leucoma	1	....	....	....	1
130. Conical Comea	....	....	....	....	.....
132. Staphyloma	1	2	....	3	6
Diseases of the Sclerotic.					
134. Episcleritis	....	....	....	1	1
135. Staphyloma	....	....	....	....	.....
Caruncle Cyst of	....	....	....	1	1
Carried forward	291	121	153	379	944

OPHTHALMIC OUT-PATIENTS.—*Continued.*

Diseases.	Men.	Boys.	Girls.	Women.	Total.
Brought forward	291	121	153	379	944
Diseases of the Iris.					
136. Rheumatic Iritis	9	....	....	10	19
137. Iraumatic Iritis	1	....	....	....	1
139. Arthritic Iritis	....	....	....	....	....
Syplulitic Iritis	3	....	1	5	9
Hernia Iritis	....	....	1	....	1
Myduasis	....	1	1	....	2
Coloboma	....	1	....	....	1
Irido Choroiditis	....	1	1	3	5
141. Seguclae of Iritis	1	1	....	1	3
Hernia of Iris	1	....	....	....	1
Diseases of the Choroid and Retina.					
143. Choroiditis	3	1	....	4	8
Irido Choroditis	1	....	....	1	2
154. Returitis	1	....	....	1	2
145. Choroidal Apoplexy	1	....	....	1	2
146. Amaurosis	3	....	....	....	3
Posterior Staphyloma	9	....	....	9	18
Sub-retinal Effusion	8	....	....	4	12
Inflammation of Optic Nerve	6	....	....	6	12
Diseases of the Choroid and Retina.					
Atrophy of Optic Nerve	21	....	1	4	26
Irids Chororditis	2	....	....	1	3
Pigmentoya	....	....	....	2	2
Anœmia of Retina	....	....	....	1	1
Diseases of the Lens and its Capsule.					
152. Cataracts	2	....	....	4	6
Hard	8	....	....	11	19
Soft	3	....	....	5	8
Congenital Cataracts	....	1	....	....	1
Dislocation	4	2	....	1	7
Cretaceous	....	....	....	1	1
155. Traumatic Cataracts	11	....	....	2	13
Carried forward	389	129	158	456	1132

OPHTHALMIC OUT-PATIENTS. — *Continued.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	389	129	158	456	1132
General Affection of the Eye.					
156. Glaucoma	3	....	....	5	8
157. Hydrophthalma	....	....	....	....	.....
Ophthalmitis	....	2	....	....	2
Sympathetic Ophthalmia	1	1	....	....	2
Atrophy of Globe	1	2	1	1	5
Hæmorrhage into Aut. Chamber	....	1	....	....	1
158. Disorganization of the Eye	3	1	....	1	5
from Injury	27	2	3	3	35
Wounds of Comea	3	2	1	1	7
" Sclerot c	1	....	1	....	2
" Lens	1	....	....	....	1
Burn of the Eye	1	....	....	....	1
Foreign bodies in Comea	52	2	....	1	55
" within the Globe	....	2	....	....	2
" bodies in eye	2	1	1	3	7
Lime in the Eye	3	....	....	....	3
Traumatic Injury	5	....	....	....	5
Various defects of Sight.					
159. Short sight—Myopia	9	....	3	13	25
160. Long sight—Hyperopia	6	4	....	38	48
Presbyopia—Old sight	4	....	....	6	10
Asthenopia	2	1	....	10	13
Amblyopia	9	1	1	17	28
Loss of power of accommodation	....	....	....	2	2
Photophobia	1	....	....	....	1
164. Astigmatism	1	....	....	....	1
Diseases of the Lachrymal Apparatus.					
165. Lachrymal Obstruction	15	3	....	24	42
166. Abscess and Fistula	3	1	2	7	13
168. Diseases of the Lachrymal Gland and its ducts	....	....	....	1	1
Carried forward	542	155	171	589	1457

OPHTHALMIC OUT-PATIENTS. — *Concluded.*

Diseases.	Men.	Boys.	Girls.	Women	Total.
Brought forward	542	155	171	589	1457
Diseases of the Eyelids.					
169 Inflammation	5	5	6	6	22
170 Hordeolum	2	2	1	9	14
171 Diseases of the Merbomian Glands	15	22	25	43	105
173 Entropium	1	....	....	....	1
Ectropium	....	....	....	1	1
Ptosis	....	....	....	1	1
Ecchymoses	....	1	....	....	1
Abscess of Lid	2	1	1	1	5
Tumor of Lid	1	....	2	3	6
Molluscum	....	....	1	1	2
Œdema	....	1	....	....	1
Chalazion	2	1	....	2	5
Eczema	....	1	....	....	1
Burn	....	1	....	....	1
178. Trichiasis	1	....	1	13	15
179. Cyst of the Lids	4	....	....	2	6
Warts on "	....	....	1	....	1
Diseases within the Orbits.					
180. Abscess in the Orbit	1	....	....	1	2
182. Protrusion of the Eyeball	....	....	....	2	2
Tumor in Orbit	....	....	3	....	
Diseases of Motor, Nerves or Muscles.					
Convergent Strabismus	2	7	11	7	27
Divergent "	1	....	....	....	1
Insufficiency of the Recti Interni	1	....	....	4	5
Paralysis of the Third Pair of Nerves	2	....	....	....	2
Paralysis of the Sixth Pair of Nerves	2	....	....	....	2
Paralysis of the Fourth Pair of Nerves	2	....	....	....	2
Neuralgia	....	....	....	3	3
Totals	586	197	223	688	1,694

OPERATIONS PERFORMED ON EYE PATIENTS IN THE OUT-PATIENT DEPARTMENT.

FROM MAY 1ST, 1870, TO APRIL 30, 1871.

Abscess of Orbit	2
Abscess of Lid	4
Abscess of Lachrymal Sac	8
Foreign bodies removed from Cornea	61
Fungus of Conjunctiva	3
Hernia of the Iris	6
Molluscum	11
Tumor of Lids	10
Opening Punctum Lachrym	23
Hordeolum	3
Warts	7
Flap-operation on Lids	2
Cyst of Conjunctiva	1
Panophthalmitis	1
Furunculus	1
Trichiasis	1
Nævus	1
Entropion	2
Convergent Strabismus	25
Total	172

To the Trustees of the Boston City Hospital: —

Gentlemen, — I beg leave to submit herewith the report of the Aural Department of the Hospital. During the past year 315 patients have applied for treatment in this branch of the institution, and the number of visits has been 2,140.

The apparent slight discrepancy between the total number of patients and that of diseases, is owing to the fact that some few show different diseases in the two ears, and must consequently appear in two places.

The results have been, as a rule, very satisfactory, but, as it is impossible to give the statistics, this part of the report must always be unsatisfactory and unreliable in an out-patient department where the patients come and go at will. The attendance has, however, been quite regular, and the willingness to pursue treatment most encouraging.

Nearly one-half of the cases applied in the early stages of disease, when treatment is always much more satisfactory than after a long lapse of time, when permanent and irreparable injury may have taken place. The increased percentage in such acute cases shows that the public are appreciating more and more the importance of early treatment and the danger of delay. A rich field has also been afforded for studying the various conditions, causes and treatments of the chronic diseases, and in one class more particularly (the chronic otorrhœas), I think that a decided advance both in methods of treatment and results can be claimed within the last year.

Several cases on applying at the Hospital have been in the greatest danger, not only of losing their hearing, but also their lives, from the severity of an inflammation, and have been in such a state that their attendance as out-patients was absolutely impossible. While some of them were taken into the house through

the courtesy of the attending physicians and surgeons, I regret to say that others I have been obliged to send away, on account of the crowded condition of the Hospital, which forbade filling the beds with especial cases to the exclusion of the more general diseases. A number of cases requiring operation when there was risk of hæmorrhage, or where special care in the after treatment was required for a short time, I have also been obliged to send away unrelieved. A number of both these classes of cases, where not only the special organ, but the very life of the patient depend on immediate, thorough and careful treatment, such as can be carried out only within the Hospital, appear every year, and the necessity of providing for the reception of such will be yearly more urgent.

The great variety in the cases has given a most excellent opportunity for clinical teaching, which I have endeavored to improve on those days when the students visit the Hospital, as far as my small consulting room would allow.

Respectfully submitted,

J. ORNE GREEN.

April 30, 1871.

DISEASES OF THE EAR.

TREATED AS OUT-PATIENTS.

DISEASES.		MALES.	FEMALES.	TOTAL.
DISEASES OF AURICLE.				
Cutaneous Affections				
Eczema				
Acute, one side	8	..	..	..
" both sides	3	5	6	11
Chronic, one side	3	..	..	..
" both sides	2	2	3	5
Inflammation		..	1	1
Abscess		1	4	5
DISEASES OF EXTERNAL MEATUS.				
Inflammation				
Acute, one	11	..	..	..
both	2	5	8	13
Chronic, one	3	..	..	..
both	1	..	..	..
with papillomata	1	..	..	..
with cyst	1	..	6	6
Abscess		..	..	..
Accumulation of cerumen		12	13	25
Atresia (acquired, one side)		..	1	1
Eczema		..	3	3
Pruritus		..	1	1
DISEASES OF MEMBRANA TYMPANI.				
Inflammation				
Acute, one	5	..	..	..
both		5	0	5
Chronic, one		..	..	..
both	1	..	1	1
DISEASES OF TYMPANUM.				
Catarrhal Inflammation				
Acute, one	12	..	..	..
both	14	12	14	26
Carried forward		42	61	103

DISEASES OF THE EAR. — *Concluded.*

DISEASES.		MALES.	FEMALES.	TOTAL.
Brought forward		42	61	103
DISEASES OF TYMPANUM. — *Continued.*				
Chronic, one	12	. .	. .	. .
both	14	11	15	26
With serious effusion, both		3	1	4
Purulent Inflammation				
Acute, one	42	. .	. .	. .
both	4	29	17	46
Chronic, one	17	. .	. .	. .
both	25	. .	. .	. .
with necrosis meatus	2	. .	. .	. .
" " mastoid	1	. .	. .	. .
" papillomata	8	. .	. .	. .
" polypus	5	. .	. .	. .
" inflam. mastoid	2	31	29	60
Results of previous pur. inflam.		6	1	7
Plastic inflammation, one	8	. .	. .	. .
both	33	24	17	41
Neuralgia of Tympanic Plexus (reflex)		1	3	4
DISEASES OF INTERNAL EAR.				
Organic disease				
Nervous		4	5	9
Deafmutism acquired from previous pur. inflam.		3	0	3
OTHER DISEASES.				
Otalgia (cause not determined)		0	2	2
No disease		0	1	1
No diagnosis		5	8	13
Referred to other departments		1	1	2
TOTALS		160	161	321

DISEASES OF THE EAR.

DISEASES.	MALES.	FEMALES.	TOTAL.
OPERATIONS.			
Polypi	..	..	5
Papillomata	..	..	8
Paracentesis mem. tym.			
For acute inflam.	..	..	1
" serous effusion	..	..	3
" mucus	..	..	1
Removal necrosis			
meatus	..	..	2
mastoid	..	..	1
Abscess of mem. tym.	..	..	1
Cyst in meatus	..	..	1
Plastic on auricle	..	..	1
Totals	..	..	24

OUT-PATIENTS' DEPARTMENT.

CUTANEOUS DISEASES.

IN CHARGE OF H. F. DAMON, M. D.

To the Board of Trustees of the Boston City Hospital: —

Gentlemen, — In communicating to your Board the third annual report of the department for cutaneous diseases among out-patients, I am not unmindful of the trust you have imposed in me by placing under my treatment so many difficult, and, in numerous instances, almost intractable diseases.

Since the establishment of this department, over three thousand cases have been treated, and about ten thousand visits made to the hospital by patients while under treatment. During the past year, 1195 new cases have been treated, and 2600 visits made by these patients. The City Hospital has thus been instrumental in presenting, on a large scale, facilities for the treatment of cutaneous, as well as other diseases requiring a special knowledge for their thorough and efficient management.

Respectfully submitted,

HOWARD F. DAMON, M. D.

Boston City Hospital, April 30, 1871.

CUTANEOUS DISEASES FOR THREE YEARS ENDING APRIL 30, 1871.

Diseases.	May.	June.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	Total.
Eczema	86	69	60	58	64	62	53	58	81	71	92	62	816
Syphilodermata	35	31	36	40	28	30	27	25	38	33	38	39	400
Impetigo	19	9	17	26	18	16	9	9	11	20	17	24	195
Phytodermata	11	18	24	32	26	26	18	9	19	9	14	14	220
Urticaria	10	12	16	39	45	8	10	3	8	5	9	14	179
Erythema	9	15	17	12	11	7	14	21	15	13	13	24	171
Furunculus	6	7	42	38	15	4	4	12	7	9	6	6	156
Scabies	10	5	3	1	4	5	15	14	13	3	12	5	90
Acne	8	8	4	6	8	9	5	6	13	9	6	13	95
Lichen	2	10	33	28	5	6	3	2	3	2	. .	1	95
Zoster	12	11	6	8	12	7	9	4	11	9	6	5	100
Pediculi	4	3	2	3	7	9	4	5	8	3	7	8	63
Psoriasis	9	9	2	1	3	9	3	4	10	6	6	4	66
Erysipelas	10	3	3	4	. .	4	3	18	13	15	12	17	102
Pruritus	10	3	5	2	4	6	3	5	6	2	4	10	60
Lupus	4	2	3	2	1	4	1	3	5	4	1	3	33
Epihidrosis	5	7	18	10	7	3	1	. .	2	1	7	3	64
Scarlatina	2	9	1	1	. .	1	1	2	3	5	7	3	35
Hæmorrhagiæ	2	6	4	1	3	3	1	4	2	2	2	3	33
Alopecia	3	4	1	4	6	8	. .	. .	2	4	1	5	38
Rubeola	12	4	1	. .	. .	. .	. .	1	. .	2	4	5	29
Miscellaneous	50	28	23	23	20	17	14	18	26	17	19	42	297
Total	319	273	321	339	287	244	198	223	296	244	283	310	3,337

BEQUESTS.

Elisha Goodnow, of Boston, by will dated July 12, 1849, makes the City of Boston residuary legatee to his estate, real and personal, for the benefit of a City Hospital. *Provided*, that one-half of the proceeds shall be applied to the establishment and perpetual maintenance of *free beds*, under the control of the government and officers of the said Hospital for the time being.

The following sums of money have been received: —

1862, June 9. From executor's balance of account at Probate Office		$623 85
1864, April 14. Proceeds of sale of estate on Cross Street, containing 6,228 square feet of land	$14,907 12	
Old buildings upon same . .	223 00	
1864, December 31. From City of Boston, for 225 square feet of land taken from above estate to widen Cross Street . . .	523 36	
		15,653 48
1864, July 1. Interest on same from city to this date		222 67
		$16,500 00
Amount carried forward		$16,500 00

Amount brought forward	$16,500 00
1867, November 30. From Boston, Hartford and Erie R. R. for 5,167 square feet land taken by New York Central R. R. from Estate on Third Street, South Boston . . .	3,875 25
1868, January 1. Proceeds of sale balance of estate on Third Street, South Boston, 1,516 square feet . . .	758 00
	$21,133 25

1869, January 1. Of the above amount, say $20,500 is invested in city scrip, interest payable semi-annually, at six per cent per annum, and deposited with the City Auditor, who is required to receive the interest upon the said scrip, and add the same to the moneys appropriated for the use of the Hospital.

The balance on interest in the hands of the City Treasurer, to be invested as above, is $633.25.

1868, January. The $10,000 deposited by the Executors of Mr. Goodnow, June 22, 1852, with the Massachusetts Hospital Life Insurance Company, the interest upon which is to be paid to the widow, will, upon her decease, be distributed as follows: —

$500 to the Penitent Females' Refuge.

$5,000 to City of Boston; income to be expended for the relief of sick and infirm persons.

$4,500 to be added to the fund heretofore provided for the support of free beds in the City Hospital.

Lawrence Nichols, of Boston, by will dated August 19, 1862, and recorded Suffolk Registry of Wills, vol. 160, fol. 140, bequeathed to the City of Boston, towards the support of a City Hospital, the sum of one thousand dollars.

1863, April 29. The executor of Mr. Nichols paid the City Treasurer $1,000, less the United States tax . $937 25
The City of Boston paid interest on same . 62 75

$1,000 00

1864, July 1. The above amount, say $1,000, has been invested in City of Boston scrip, dated July 1, 1864, twenty-years, with six per cent interest, payable semi-annually, and deposited with the City Auditor, as required by ordinance.

1865, March 14. Received as Residuary Legatee, from the estate of Mr. Nichols, and now in the hands of the Treasurer $530 50

1868, January 1. The Trustees received the sum of two thousand dollars from Hon. Otis Norcross, as the foundation of a fund for the benefit of patients leaving the Hospital, poor and destitute of proper clothing. The principal sum is invested in a City of Boston interest-bearing note, to be deposited with the City Auditor, the interest of which to be collected annually or oftener, and paid over to the President of the Board of Trustees, for the time being, of the City Hospital, to be by him expended at his discretion for the benefit and temporary assistance of those patients who are in his judgment deserving, and who are destitute of proper clothing in which to leave the Hospital, and having no means of procuring it.

Balance on hand May 1, 1870 . . . $105 66
Rec'd int. July, 1870 . . . . . 60 00
" " Jan. 1871 . . . . . 60 00

Amount carried forward $225 66

Amount brought forward	$225 66
Expended	111 90
Balance	$113 76

1870, April 1. The Trustees received from the estate of Mr. Jonas Ball the sum of one thousand dollars for the same purpose, and under the same restrictions as the Norcross Fund.

Rec'd. int. October, 1870	30 00
" " April, 1871	30 00
	$60 00

RULES FOR ADMISSIONS AND DISCHARGES, ETC.

Applications for admission of patients shall be made at the Hospital on each day of the week, Sunday excepted, between 9 and 11, A. M.

Whenever able, the patient shall apply in person. When not able to appear in person, application may be made by a friend, and the patient shall be visited by the Admitting Physician, or one of the House Officers.

Any Trustee, or either of the Physicians or Surgeons in attendance may, in case of emergency, send a patient in the first instance to the Hospital by written permit, and the Visiting Committee shall, on the certificate of one of the medical officers designated for the purpose, decide as soon as may be afterwards whether such patient shall remain.

Persons accidentally wounded, or otherwise disabled or injured, shall be received at all hours.

Permits for admission shall be subject to the approval of the Visiting Committee for the time being, or, in their absence, to that of the Superintendent.

The Visiting Committee, however, shall have the power at any time to require the Superintendent to report to them the names of applicants before admitting them, and may dismiss any patient whom they think improperly admitted.

Patients discharged on the recommendation of the Physicians or Surgeons, shall be provided with a certificate stating their condition at the time of discharge, whether cured, relieved or not relieved, which certificate shall be signed by the Superintendent.

Whenever a patient is removed from the Hospital without the consent and approval of the Superintendent, he shall require from any person assuming the responsibility of the removal, a written statement to that effect.

The Superintendent shall not deliver the body of any person dying at the Hospital without a written receipt from the parties taking the same.

In case of the decease of any patient, the Superintendent shall sign a certificate to that effect, and shall furnish the City Registrar with a copy of the same. He shall also state the time and cause of death, the disposition made of the body, whether delivered to friends, or buried from the Hospital. In the last case, he shall mention the place of interment.

Patients may be admitted by the Trustees to the privileges of the Hospital, at such rates of board as they may from time to time determine; such board being secured by their friends, or by the authorities of the place to which they belong.

In cases where, in the opinion of the Trustees, the circumstances of the patient will warrant it, the whole or a part of the board shall be paid. If separate apartments, or articles not usually furnished at the Hospital are provided, such payment shall be made therefor as the trustees shall deem reasonable.

HOUSE RULES.

Patients must be in their proper places in the wards during the visit of the Physicians and Surgeons, and always by 8 P. M., unless specially exempted by the Superintendent.

Those free patients who are able, are expected to assist in nursing, and in such other services as may be reasonably required of them.

Patients shall not leave the Hospital Grounds without a pass from the Superintendent, nor the respective wards without the consent of the nurse in attendance.

No patient shall purchase, or cause any member of the household to purchase for him, any article of food whatsoever, nor any other article, without the consent of the Superintendent; nor shall any officer or servant of the Hospital receive a gift or fee from a patient.

Profane or obscene language, loud talking and incivility, are prohibited.

No patient having acute syphilitic disease, or *mania-a-potu*, shall be admitted as a charity patient, or at a lower rate than twenty-five dollars a week for the former, and fifteen dollars for the latter.

No person shall be admitted to the Hospital whose case is judged to be incurable, unless there be urgent symptoms which in the opinion of the Physician, or Surgeon, are capable of being relieved.

Patients may be visited by clergymen of their own selection; and where there is a wish for the performance of any particular religious rite, it shall be indulged, when practicable.

It is expected that patients will implicitly obey the rules of the Hospital. Complaints, for whatever cause, may be made to the Superintendent or Visiting Committee, and when reasonable, shall be by them reported to the Trustees.

All employés must be in their respective places during their hours of duty. The doors and gates of the Hospital will be closed at 10 P. M., at which time all are expected to be quiet, and those not on duty, in their own rooms.

The use of tobacco, wine and intoxicating liquors, is prohibited within the Hospital, unless prescribed by a physician.

VISITORS.

No person shall visit any part of the premises, except on business, or at such times as may be fixed for the reception of visitors, without the permission of the Superintendent, or of some one of the Trustees.

On Monday, Tuesday, Thursday and Saturday of each week, from two to three o'clock, P. M., friends may be permitted to visit patients, though no patient shall receive more than one visitor on the same day. In all cases, however, the Trustees or Superintendent may exercise discretionary powers as to excluding or admitting visitors.

All visitors must leave when the bell rings, at the expiration of the visiting hour.

No visitor will be permitted to take any meal in the Hospital, or pass the night therein, without permission from the Superintendent, or one of the Trustees.

No visitor shall be allowed to give any article of food or drink to a patient, unless by permission of the nurse; and any article sent to the patients shall be left with the Superintendent.

NURSES.

Nurses are required to be in their several wards each morning ready for duty, before the night watchers leave the same.

They shall decide what clothing, or other articles patients are to retain in the ward, and shall give or allow to be given to patients only such articles of food or drink as may be permitted by the Physician or Surgeon in attendance.

ANNUAL REPORT

OF THE

CITY REGISTRAR

OF THE

BIRTHS, MARRIAGES AND DEATHS

IN THE

CITY OF BOSTON,

FOR THE YEAR 1870.

BOSTON:
ALFRED MUDGE & SON, CITY PRINTERS, 34 SCHOOL STREET.
1871.

CITY OF BOSTON.

In Board of Aldermen, May 8, 1871.

Laid on the table, and five hundred copies ordered to be printed.

Attest:

S. F. McCLEARY, *City Clerk.*

REPORT.

To the City Council :

The vital statistics of the City of Boston for the year 1870, are herewith submitted for your consideration.

BIRTHS.

The number of births registered during the year was 8,092; an increase of 687 compared with the preceding year. This number, of course, includes the births in the late town of Dorchester, which was incorporated with the City of Boston in 1870. The number of births in Dorchester in 1869 was 314; in 1870, 329; showing an increase in that place of 15. The increase in the other fifteen wards, therefore, was 358.

The sexes were, — males, 4,158; females, 3,934, — an excess of males over females of 224. In the preceding year the excess was 155, and in 1868 only 78. According to the United States census of 1870, the population of the city was 250,526. The births, therefore, were in the ratio of one to 31 of the population. If the stillbirths be added to those born alive, the ratio will then appear as one in 29.

The following table, showing the variations in the birth rate in each of the five census years from 1850 to 1870 inclusive, exhibits results of much interest: —

1850.	1855.	1860.	1865.	1870.
1 in 26.3	1 in 28.3	1 in 30.8	1 in 36.4	1 in 31

1. BIRTHS IN 1870. — NATIVITY OF PARENTS.

Both parents born in the United States	2,053
" " England	84
" " Ireland	2,990
" " Scotland	30
" " British American Provinces	353
" " Germany	376
" " Unmixed foreign*	199
" " Mixed foreign†	682
Father born in United States, mother foreign	509
" foreign, mother United States	643
" United States, mother unknown	5
" unknown, mother United States	28
" foreign, mother unknown	2
" unknown, mother foreign	44
Both parents unknown	94
Total	8,092

* Both parents of the same nativity.

† The parents in each instance from different countries.

It will be observed, that the number of children born whose parents were both of native birth (including half of those whose nativity is recorded "unknown"), was only 2,100, or 25.95 per cent of the whole number. On the other hand, the number of instances in which both parents were foreign born was 4,761, making 58.83 per cent of the whole number. In the preceding year, this class made nearly 60 per cent of all the births. The number of instances in which one or both parents were foreign born was 5,975, or 73.84 per cent of the whole number. The number of foreign-born fathers was 5,442 (67.25 per cent), and of foreign-born mothers 5,317, — 65.70 per cent. In 1869, the former class made 68.25 per cent, and the latter 66.87 per cent of the whole number of that year.

The number of instances in which both parents were born in Ireland was 2,990, or 37 per cent of the whole number. This is a decrease, compared with the preceding year, of more than 2 per cent. Of the whole number of children of foreign parentage, those of Irish origin make just half.

The births in each quarter are given in the following table:

January—March	1,941	July—September	2,095
April—June	1,927	October—December	2,129

The number and percentage of the births in the several wards, compared with the record of the preceding year, are given in the following table:—

WARDS.	1870.		1869.		WARDS.	1870.		1869.	
	Births.	Per Cent.	Births.	Per Cent.		Births.	Per Cent.	Births.	Per Cent.
1 . .	746	9.22	723	9.76	9 . .	398	4.92	334	4.51
2 . .	956	11.81	970	13.10	10 . .	389	4.81	394	5.32
3 . .	551	6.81	463	6.25	11 . .	335	4.14	284	3.84
4 . .	204	2.52	233	3.15	12 . .	715	8.84	661	8.92
5 . .	301	3.72	399	5.39	13 . .	346	4.27	334	4.51
6 . .	292	3.61	252	3.40	14 . .	374	4.62	336	4.54
7 . .	1,285	15.88	1,189	16.06	15 . .	589	7.28	547	7.39
8 . .	282	3.49	286	3.86	16 . .	329	4.06		
						8,092	100.00	7,405	100.00

There was an increase of 508 births in wards 1, 3, 6, 7, 9, 11, 12, 13, 14 and 15, compared with the births in the same wards during the preceding year, although the percentage in wards 1, 7, 12, 13 and 15 was smaller. The largest increase (96) in any one ward was in ward 7; the next largest (88), in ward 3. The births in wards 1, 2, 3, 7, 12 and 15 (which wards contain 51.50 per cent of the whole population), make nearly 60 per cent of the whole number of births. The total increase, compared with 1869, was 4.83 per cent.

The following table shows the per centage of the births in each ward, together with that of the population of the same localities:

Wards.	Pop'lation.	Per cent.	Births.	Per cent.	Wards.	Pop'lation.	Per cent.	Births.	Per cent.
1 . . .	25,484	10.17	746	9.22	9 . .	14,142	5.64	398	4.92
2 . . .	24,912	9.94	956	11.81	10 . .	13,097	5.22	389	4.81
3 . . .	14,990	5.98	551	6.81	11 . .	14,617	5.83	335	4.14
4 . . .	10,216	4.08	204	2.52	12 . .	19,880	7.94	715	8.84
5 . . .	14,166	5.66	301	3.72	13 . .	8,536	3.41	346	4.27
6 . . .	11,792	4.71	292	3.61	14 . .	11,385	4.55	374	4.62
7 . . .	28,921	11.55	1,285	15.88	15 . .	14,851	5.93	589	7.28
8 . . .	11.278	4.50	282	3.49	16 . .	12,259	4.89	329	4.06
						250,526	100.00	8,092	100.00

It will be seen by the above, that while ward 2 contains but 10 per cent of the population, the births there made 12 per cent of the whole number of births. Ward 7, with 11.55 per cent of the population, had 15.88 per cent of the births. It is also interesting to notice, that while wards 1, 2, 7, 12 and 15 have 45.52 per cent of the whole population, the births in those localities make over 53 per cent of all the births. Again, wards 4, 5, 6 and 8 contain 19 per cent of the population, but the births there make but 13.33 per cent of all the births.

The following table shows the ratio of births in each ward to the population of the same localities:—

WARDS.	Ratio.	WARDS.	Ratio.	WARDS.	Ratio.	WARDS.	Ratio.
1	1 in 34.16	5	1 in 47.00	9 . . .	1 in 35.53	13 . . .	1 in 24.67
2	1 in26 .00	6	1 in 40.38	10 . . .	1 in 33.66	14 . . .	1 in 30.44
3	1 in 27.20	7	1 in 22.50	11 . . .	1 in 43.63	15 . . .	1 in 25.21
4	1 in 50.00	8	1 in 40.00	12 . . .	1 in 27.80	16 . . .	1 in 37.26

It will not be difficult to point out in the above table the wards in which the great bulk of the foreign population is located. The comparatively large birth-rate in Wards 2, 3, 7, 12

and 15, is not more significant than the low one in wards 4, 5, 6, 8 and 11.

There were 116 births of colored children, — the sexes being equally divided, — making 1.43 per cent of all the births, or in the ratio of one birth to 30.13 of the colored population.

There was one birth of a child of Indian parentage.

II. TWIN BIRTHS. 1870.

NATIVITY OF PARENTS.	Both Males.	Both Females.	Male and Female.
Both parents born in the United States	6	6	6
" " Ireland	11	3	8
" " British American Provinces	1	1	.....
" " Germany	1	.....	.....
" Unmixed foreign	2	1	.....
Mixed foreign	5	.....	2
Father United States, mother foreign	2	1	2
" foreign, mother United States	1	2	2
" unknown, mother foreign	.....	1	.....
	29	15	20

The proportion of twin to single births was one in 126.4. There was a decrease of four births compared with the preceding year. In twenty-two instances (or 34.37 per cent of the whole number), both parents were born in Ireland.

III. STILLBIRTHS. 1870.

	Males.	Females.	Sex unk'wn.		Males.	Females.	Sex unk'wn.
January	29	15	2	July	24	18	
February	20	12		August	28	17	
March	21	22	2	September	24	15	
April	31	19		October	26	20	2
May	24	20	2	November	18	15	2
June	18	16		December	24	18	
					287	207	10

The stillbirths were in the proportion of one birth to 16 of those born alive. The males exceeded the females (dividing the sexes of those recorded as unknown), by 80, or nearly 13 per cent. Of those born alive the males exceed the females 2.77 per cent.

The parents of 329 (65.28 per cent), were foreign-born. Those of Irish parentage make 46.23 per cent of the whole number, and 67.53 per cent of all whose parents were foreign-born. The number of instances in which one or both parents were foreign-born make over 69 per cent of the whole number.

There were five instances of twin births, three of which were of Irish parentage, and two of American.

MARRIAGES.

The number of marriages recorded during the year was 3,492, an increase of 114 compared with the preceding year; but as the present record embraces for the first time the marriages that occurred in Dorchester (where there were 130 in 1869), there was a decrease of sixteen in Boston and Roxbury, compared with the preceding year. The marriages recorded are in the ratio of one to 71.74 of the population, not varying materially from the result of the preceding year.

The number and percentage of the marriages that occurred in each month are shown in the following table: —

	Marriages.	Per cent.		Marriages.	Per cent.
January	347	9.94	July	288	8.24
February	282	8.08	August	235	6.73
March	153	4.38	September	284	8.13
April	227	6.50	October	368	10.54
May	337	9.65	November	426	12.20
June	310	8.88	December	235	6.73
				3,492	100.00

The marriages in October and November make 22.74 per cent of the whole number of marriages, the precise proportion that were recorded in 1869. There was a considerable increase of births in each of the months of January, February, May, and July, compared with the preceding year, and a decrease of 3 per cent in the month of April.

The average number of marriages on each day of the year was 9.57.

IV. MARRIAGES.—BIRTHPLACES OF THE PARTIES.

BIRTHPLACES OF GROOMS.	BIRTHPLACES OF BRIDES.										
	Boston.	Mass.	O. States.	Eng. & W.	Ireland.	Scotland.	Br. Am. Provinces.	Germany.	O. For. Pls.	Unknown.	Totals.
Boston	188	82	86	13	46	3	38	1	2	..	459
Other places in the State	129	159	131	10	20	2	35	...	3	1	490
Other States	161	136	342	11	31	6	61	3	1	3	755
England and Wales	18	9	20	35	26	1	13	1	1	..	124
Ireland	79	23	13	9	776	2	49	...	1	..	952
Scotland	7	1	4	4	8	8	11	2	..	..	45
British Am. Provinces	35	26	46	11	39	..	174	...	1	..	332
Germany	17	9	15	5	20	1	10	119	8	..	204
Other Foreign Places	16	3	8	..	18	..	11	8	65	..	129
Unknown	...	2	...	..	...	..	...	...	..	..	2
Totals	650	450	665	98	984	23	402	134	82	4	3,492

The number of marriages in which both parties were native-born was only 1,414, or 40.50 per cent of all the marriages. The number of native-born grooms was 1,704,—48.80 per cent of the whole number; and the number of native-born brides was 1765,—50.54 per cent of all the brides.

The number of Irish born grooms was 952 (27.26 per cent), a decrease of 85 from the number recorded in 1869, when the percentage was 30.70.

The number of instances in which both parties were foreign

born was 1437, — 41.15 per cent of the whole number, and exceeding the marriages in which both parties were native born less than 1 per cent. The number of marriages in which one or both parties were foreign-born was 2,076, or nearly 60 per cent of the whole number. Perhaps it may be re-assuring to those who feel alarmed at this large admixture of the foreign element to say, that the number of instances in which one or both parties were native-born was 2,055, or nearly 59 per cent of all the marriages.

The marriages in which both parties were foreign born, were in the ratio of one marriage to 61.23 of the foreign-born population. On the other hand, of those who were native born, the marriages were in the ratio of one to 115.

There were 776 marriages in which both grooms and brides were born in Ireland, being in the ratio of one marriage to 73.32 of the Irish population.

The ratio of the grooms and brides born in England, Ireland, Scotland, Germany and the British American Provinces, to the respective populations of those countries is seen in the following table: —

	England.	Ireland.	Scotland.	Germany.	Br. Am. Provinces.
Grooms . . .	1 in 48.12	1 in 59.77	1 in 39.87	1 in 27.50	1 in 41.11
Brides . . .	1 in 60.90	1 in 57.83	1 in 78.00	1 in 42.00	1 in 33.95

It will surprise some, undoubtedly, to observe the low ratio among the Irish-born grooms, as well as the high one among the German. The difference between the ratio of the grooms and that of the brides is very marked. The Irish-born grooms and brides are the only ones that approximate in any degree to each other in number.

V. MARRIAGES.—AGES OF THE PARTIES.

AGES OF GROOMS.	AGES OF BRIDES.									
	Under 20.	20 to 25.	25 to 30.	30 to 40.	40 to 50.	50 to 60.	60 to 70.	Over 70.	Totals.	Per cent.
Under 21	51	34	1	1	...	...	...	...	87	2.48
21 to 25	303	695	123	25	...	...	...	...	1,146	32.82
25 to 30	127	508	424	71	2	...	...	...	1,132	32.42
30 to 40	39	236	306	212	19	...	...	...	812	23.25
40 to 50	3	17	33	110	47	...	...	...	210	6.01
50 to 60	...	4	6	23	33	9	...	...	75	2.15
60 to 70	...	1	...	2	12	6	2	...	23	.66
Over 70	...	...	...	...	2	1	2	1	6	.20
Unknown	1	...	...	...	...	...	...	...	1	...
Totals	524	1,495	893	444	115	16	4	1	3,492	
Per cent	15.00	42.82	25.57	12.71	3.30	.46	.14			100.00

The ages at which the majority of each sex marry, do not vary materially from year to year. The above table shows that 35 per cent of the grooms were under 25 years of age; while 58 per cent of the brides married during the same period. There were 87 grooms who were minors at the time of marriage: of these one married a bride between 25 and 30, and another a bride between 30 and 40. Two grooms between 25 and 30 married brides between 40 and 50. On the other hand, three grooms between 40 and 50 married brides under 20; and 17 others chose wives between 20 and 25. There were also four grooms between 50 and 60, whose wives were between 20 and 25. There was one couple whose ages were over 70.

Of the grooms 32.27 per cent married above 30 years of age; while among the brides only 16.61 per cent married during the same period.

There were 78 male, and 86 female minors married; eight of the former were 18 years of age; 23 were 19; and 47 were 20. One of the brides was only 14 years of age (who married a groom of 22); four were 15; 22 were 16; and 59 were 17 — one of the latter married a groom of 40. There were nine instances in which both parties were minors. The marriages of the minor grooms make 2.23 per cent of the whole number; and those of the brides 2.46 per cent.

In 522 instances, the brides were older than their husbands.

VI. NUMBER OF TIMES MARRIED.

GROOMS.	BRIDES.			
	First.	Second.	Third.	Totals.
First Marriage	2,768	216	3	2,987
Second "	289	175	5	469
Third "	19	15	. . . . .	34
Fourth "	1	1	. . . . .	2
Totals	3,077	407	8	3,492

The first marriages of the grooms made 85.50 per cent of all the marriages; and the first marriages of the brides, 88.11 per cent. Three bachelors married brides who had been twice widowed; and five widowers became third husbands to their wives.

Of the grooms, 2,894, and of the brides, 3,097, were residents of Boston at the time of marriage; 423 of the former and 252 of the latter were residents of other towns in the State; and 175 grooms, and 143 brides were residents of other States.

There were 84 colored couples married, and there were eleven instances in which the grooms were colored, and the brides white. The ratio of colored marriages was one in 41.49 of the colored population. Including the amalgamated marriages, the ratio was one in 36.68.

The occupations of 55.61 per cent of the grooms are given in the following table : —

Laborers	565	Teamsters	136	Shoemakers	81
Clerks	323	Merchants, &c.	204	Physicians	24
Carpenters	204	Machinists	103	Lawyers	22
Mariners	180	Painters	87	Clergymen	13

DEATHS.

The number of deaths recorded in 1870 was 6,098, — 3,104 males, and 2,994 females — an increase of 575 compared with the preceding year. This number, however, embraces the deaths in the Dorchester district. The deaths in the latter place in 1869 were 214, and in 1870, 213, a decrease of one; showing an increase in the other fifteen wards of 362; a result doubtless attributable to the prevalence of cholera infantum, diarrhœa, and kindred diseases. The death-rate accordingly appears in the ratio of 24.34 deaths to each one thousand of the population, a height not reached but three times during the last thirteen years, viz: in 1860, 1863, and 1864. When the almost unprecedented heat that prevailed during the summer months, and the almost total absence of rain are remembered, the unusual mortality will not awaken surprise. The following comparative statement of the death-rate in cities in various sections of the Union may not be uninteresting. The figures are from official sources : —

Cities.	Population.	Deaths.	Deaths to 1000 persons living.	Cities.	Population.	Deaths.	Deaths to 1000 persons living.
Baltimore	283,070	7,262	25.65	Richmond	51,093	1,600	31.31
Boston	250,526	6,098	24.34	Philadelphia	674,022	15,317	22.72
New Haven	50,886	1,340	26.33	San Francisco	150,361	3,351	22.28
New Orleans	191,512	6,942	36.24	St. Louis	312,963	6,670	21.31
New York	926,341	27,175	29.33	Washington	109,204	1,835	17.

The death-rate in Boston in 1870 was one in a thousand above that of the preceding year; but it is considerably below that of Baltimore, New Haven, New York, and Richmond. The rate in New Orleans, it will be seen, largely exceeds that of the other cities named. Washington, according to the figures given, presents a ratio of only seventeen deaths in a thousand. The death-rate in Boston in 1844, when its population was very nearly the same as that of Washington in 1870, was nineteen in a thousand. The rate in Chicago in 1869, according to the report of the Board of Health, was 25.74 in a thousand. This report, however, embraces the still-births, not included in the foregoing table. Omitting these, the rate was 23.17.

The number and percentage of deaths in each quarter, compared with the statement of the preceding year, are seen in the following table: —

	1870.		1869.	
	Deaths.	Per cent.	Deaths.	Per cent.
January — March	1,395	22.88	1,374	24.88
April — June	1,314	21.55	1,297	23.48
July — September	1,983	32.52	1,562	28.28
October — December	1,406	23.05	1,290	23.36
	6,098	100.00	5,523	100.00

It will be seen by the above table, that the percentage of deaths during the first, second and fourth quarters was considerably less than it was in the same periods of the preceding year, and that of the third quarter was much larger. The percentage of the mortality in the third quarter of each of the last twenty-two years is seen in the following table: —

Year.	Per cent.	Year.	Per cent.	Year.	Per cent.	Year.	Per cent.
1849	34.53	1855 . . .	29.00	1861	31.42	1867 . . .	26.94
1850	27.13	1856 . . .	28.45	1862	28.00	1868 . . .	31.45
1851	28.66	1857 . . .	29.30	1863	31.70	1869 . . .	28.28
1852	31.33	1858 . . .	28.44	1864	27.80	1870 . . .	32.52
1853	30.86	1859 . . .	30.20	1865	29.79		
1854	32.36	1860 . . .	29.00	1866	30.35		

With the single exception of 1849 (the year of the cholera), the mortality during the third quarter (July, August, and September) was greater than in any quarter during the period embraced in the above table. During the summer months of 1849, bowel diseases prevailed to a great extent. There were 1,005 deaths during the month of August of that year. In the third quarter of 1854 (another year of the cholera), the percentage of the mortality fell slightly below that of 1870.

The third quarter was the only one in which the mortality was highest among the females, — the deaths among the latter exceeded those among the males by eleven. The record is as follows: —

FIRST QUARTER.		SECOND QUARTER.		THIRD QUARTER.		FOURTH QUARTER.	
Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.
710	685	685	629	986	997	723	683

VII. DEATHS. — BIRTHPLACES.

	Males.	Females.	Totals.	Per cent.
Boston	1,521	1,402	2,923	47.93
Remainder of New England	561	564	1,125	18.45
Other States	70	69	139	2.28
England	63	54	117	1.92
Ireland	632	673	1,305	21.40
Scotland	15	20	35	.57
British American Provinces	91	130	221	3.63
Germany	78	45	123	2.02
Other foreign places	36	17	53	.87
Unknown	37	20	57	.93
Totals	3,104	2,994	6,098	100.00

Of the decedents who were born in the United States (including half of those recorded as unknown), the males exceed the females by 126. On the other hand, among the foreign-born decedents, the females exceed the males by 16.

It will be seen, that 69 per cent of those who died were native-born, and that of the remaining 31 per cent those born in Ireland make 21.40 per cent. The deaths of those born in Ireland were in the ratio of one death to 43.60 of the Irish-born population. Among those born here the ratio was one death to 38.65 of the native-born population. The latter, of course, includes the children of those who were foreign-born. Of the whole population of the city, those born in Ireland make 22.71 per cent. The deaths among the same class, however, make only 21.40 per cent of the whole mortality.

VIII. DEATHS.—PARENTAGE.

Birthplaces of Parents.	1870.		1869.	
	Deaths.	Per Cent.	Deaths.	Per Cent.
Boston	322	5.28	304	5.50
Remainder of New England	1,086	17.81	1,098	19.80
Other States	262	4.29	233	4.22
England and Wales	225	3.69	198	3.59
Ireland	2,985	48.95	2,603	47.13
Scotland	70	1.14	85	1.59
British American Provinces	293	4.84	240	4.35
Germany	337	5.52	295	5.34
Other foreign places	153	2.50	150	2.72
Unknown	365	5.98	317	5.76
Totals	6,098	100.00	5,523	100.00

It will be seen, that the percentage of the decedents of native parentage is almost identical with that of the same class in the preceding year. Those of Irish-born parents make nearly half of all the decedents, and 75.55 per cent of all whose parentage was foreign-born.

The following is a comparative statement of the parentage of those born and of those who died, tabulated according to the nativity of the fathers: —

	1870.				1869.			
	Births.	Per Ct.	Deaths.	Per Ct.	Births.	Per Ct.	Deaths.	Per Ct.
Foreign fathers	5,422	67.00	4,245	69.61	5,044	68.12	3,730	67.54
Native "	2,670	33.00	1,853	30.39	2,361	31.88	1,793	32.46
	8,092	100.00	6,098	100.00	7,405	100.00	5,523	100.00

The facts embodied in the above table are of great interest. It will be observed, that while 67 per cent of the children born had foreign fathers, no less than 69.61 per cent of those who died were of the same parentage, — the deaths exceeding the births nearly 3 per cent. On the other hand, while the children of native fathers make only 33 per cent of all the children born, the deaths of those who were native-born make only 30.39 per cent of the whole mortality, — showing an excess of births over the deaths in this case, of nearly 3 per cent.

IX. DEATHS IN EACH MONTH.—SEX AND AGE.

Months.	Under 1.		1 to 5.		5 to 10.		10 to 15.		15 to 20.		20 to 30.		30 to 40.		40 to 50.		50 to 60.		60 to 70.		70 to 80.		80 to 90.		Over 90.		Total.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
January	70	43	46	41	4	8	3	4	4	5	26	37	21	26	27	20	18	14	20	16	6	9	1	5	2	5	248	233
February	46	34	32	32	16	6	2	6	5	9	23	41	28	23	23	15	19	12	4	12	8	21	5	9	1	2	212	222
March	61	46	47	41	7	4	2	7	7	5	28	32	26	21	16	20	22	9	16	15	13	16	4	12	1	2	250	230
April	54	41	37	23	9	2	6	7	8	9	32	29	23	34	25	22	18	14	19	12	4	17	5	8	. .	1	240	219
May	46	42	35	36	7	4	5	4	8	11	28	25	33	23	21	20	18	11	12	13	13	17	4	13	. .	2	230	221
June	54	50	36	31	10	8	2	3	2	11	25	22	24	14	20	10	17	21	11	8	11	6	3	4	. .	1	215	189
July	158	134	58	70	7	8	5	10	11	10	12	35	20	39	19	23	19	13	15	15	9	18	3	10	1	2	337	387
August	151	136	52	61	10	3	6	4	7	4	20	23	23	23	22	27	23	19	26	10	9	10	7	4	. .	3	356	327
September	99	81	52	52	9	4	4	3	5	13	25	32	21	30	20	22	23	14	16	12	14	9	5	10	. .	1	293	283
October	74	60	35	38	9	11	5	2	7	7	31	41	22	29	30	17	22	13	15	17	9	13	2	8	3	1	264	257
November	48	38	26	33	6	9	1	2	9	17	25	24	28	21	26	16	25	23	18	14	13	15	6	6	1	1	232	219
December	50	33	33	27	4	6	5	4	6	12	24	28	25	31	23	19	23	8	16	20	11	12	5	7	2	. .	227	207
Totals	911	738	489	485	98	73	46	56	79	113	299	369	294	314	272	231	247	171	188	164	120	163	50	96	11	21	3104	2994
Per Cent	27.04		15.97		2.80		1.67		3.15		10.95		10.00		8.25		6.85		5.77		4.64		2.39		.52			

It will be seen by the above table, that the deaths of children under one year made 27 per cent of the whole mortality; of those from 1 to 5, 16 per cent. The deaths in those two periods of the preceding year made 25 and 27 per cent respectively. The percentage of deaths under five years in 1870, was 43, and that of 1869, 42.

Of the male decedents over 90 years, one was 104 years old, and of the females one was reported to be 100.

Of the 1,649 children who died under one year, 1,093 (66.28 per cent of the whole number) were children of foreign parentage. There were 101 children who died on the day of their birth.

The whole number who died between 1 and 5 was 974, of whom 745 (76.49 per cent) were children of foreign parents.

There were 171 who died between 5 and 10; of these, 126 (73.70 per cent) were children of foreign parentage.

The number who died between 10 and 15 was 102, of whom 74 (72.55 per cent), were children of foreign parents.

The following table shows the birthplaces of the foreign-born decedents above 15 years of age:—

AGES.	DE'THS.	Ireland.	England.	Scotland.	Br. Am. Provinces.	Germany.	Oth. F.r'n Places.	Per cent.
15 to 20	192	48	22	8	60	12	7	81.77
20 to 30	668	207	18	7	79	23	8	51.20
30 to 40	608	275	13	6	33	23	15	60.00
40 to 50	503	250	23	6	18	20	7	64.41
50 to 60	418	201	18	4	13	18	6	62 20
60 to 70	352	151	12	...	9	11	6	53.70
70 to 80	283	105	8	1	4	11	2	46.29
80 to 90	146	49	3	3	1	2	1	40.41
Over 90	32	20	...	...	...	1	3	75.00
Totals	3,202	1,306	117	35	217	121	55	1851
Per cent.	52.51	40.79	3.65	1.09	6.78	3.78	1.72	57.81

The last column contains the percentages of the foreign-born decedents who died in each of the specified periods above fifteen years; and the lower horizontal line, the percentage of each nationality. The total number of decedents above fifteen years of age make 52.81 per cent of the whole number.

The number of colored decedents was 133. This is in the ratio of one death to 26.29 of the colored population. The following statement will be found interesting: —

	Births.	Ratio.	Marriages.	Ratio.	Deaths.	Ratio.
Colored	116	30.14	95	36.80	133	26.29
White	7,967	30.97	3,397	72.71	5,965	41.41

The proportion of colored births does not vary materially from that of the whites, but the ratio of marriages is very nearly double those of the latter. On the other hand, the colored decedents were in the ratio of about 5 to 3 of the white, compared with the population of each respectively. Indeed, the colored decedents exceed the colored children born by 17. This result has been the same for many years.

The colored population in 1850 was 2,240; in 1870, it was 3,496, showing an increase during twenty years of 56 per cent. This increase was wholly caused by immigration. The white population in 1850, was 138,788; in 1870 (including Roxbury and Dorchester), 250,526; an increase of 44.60 per cent. Deducting the populations of the last two places, the increase in the city of Boston (including East and South Boston), during the last twenty years was 64,707, or 46.62 per cent.

Of the male decedents, 1,435 were married, — 544 of whom were foreign-born; and 228 were widowers, — 80 of whom were foreign-born. Of the females, 1,172 were married, — of whom 745 were native-born; and 706 were widows, — 447 be-

ing of the same nativity. It will be seen, that the decedents of native birth, of both sexes, and both conditions, are in considerable excess of those of foreign birth.

The total number of interments in the city proper (including bodies brought from other places for burial here), was 130; in South Boston, 148; East Boston, 105, — a total of 383. The number of disinterments for burial elsewhere was 203.

X. CAUSES OF DEATH.

MALES.													CAUSES OF DEATH.	FEMALES.												
Totals.	Dec.	Nov.	Oct.	Sept.	Aug.	July.	June.	May.	April.	March.	Feb.	Jan.		Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
133	10	15	10	16	17	17	15	12	10	4	3	4	Accidents	2	..	3	4	1	3	9	2	2	..	1	..	27
6	1	1	1	1	..	..	..	..	..	1	..	1	Burns and Scalds	2	1	6	2	1	..	1	..	3	1	2	2	21
31	1	1	2	2	7	3	3	4	3	2	2	1	Drowned	..	..	..	1	1	..	..	..	..	..	..	..	2
12	1	1	1	3	..	..	..	1	1	..	2	2	Abscesses	..	..	1	..	2	3	1	3	1	..	..	..	11
6	..	..	..	..	..	..	1	2	1	..	1	1	Anæmia	1	3	1	2	1	1	2	1	..	..	..	..	12
5	2	..	1	..	..	..	..	..	1	..	1	..	Aneurism	..	..	..	..	..	..	..	..	..	..	..	..	..
50	5	8	9	4	4	3	2	3	2	2	4	4	Apoplexy	5	5	2	5	2	2	5	2	3	2	7	3	43
5	..	..	..	1	..	1	..	..	..	..	1	2	Asthma	2	..	1	..	..	2	..	1	1	..	..	2	9
9	1	2	1	..	1	..	1	2	1	..	..	..	Bladder, disease of	..	..	..	..	1	..	..	..	..	1	..	..	2
29	..	..	4	5	6	2	2	2	1	2	3	2	Bowels, infl. of	3	2	1	3	1	1	1	2	2	2	3	2	23
10	1	..	1	3	..	1	..	1	1	1	1	..	" disease of	1	..	..	..	1	..	2	1	..	..	..	..	5
38	2	1	4	6	4	3	2	4	4	3	2	3	Brain, congestion of	2	1	2	5	4	3	2	2	7	1	2	1	32
115	8	7	5	16	10	14	7	13	9	12	6	8	" disease of	6	4	4	4	9	9	13	11	6	8	4	3	81
40	2	4	3	3	4	4	4	4	3	4	4	1	" infl. of	4	1	1	..	2	1	2	1	..	..	2	..	14
78	3	9	4	6	3	6	9	7	7	11	5	8	Bronchitis	9	9	9	3	11	8	8	3	5	8	3	9	85
6	..	..	..	2	1	..	1	..	..	2	..	..	Cancer (not given)	3	..	3	2	2	1	3	2	2	..	4	2	24
..	..	..	..	..	..	..	..	..	..	..	..	..	" of breast	1	1	1	1	1	2	..	2	2	..	1	..	12

CAUSES OF DEATH. — *Continued.*

MALES.													CAUSES OF DEATH.	FEMALES.												
Totals.	Dec.	Nov.	Oct.	Sept.	Aug.	July.	June.	May.	April.	March.	Feb.	Jan.		Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
1	..	..	..	..	..	..	..	..	..	..	..	1	Cancer of Bowels	..	1	..	..	..	1	1	..	..	..	..	..	3
1	..	..	..	..	1	..	..	..	..	..	..	..	" Eye	..	..	..	..	..	..	..	.	..	..	..	..	..
3	..	..	..	..	..	..	..	1	1	..	..	1	" Face	..	..	..	..	..	..	1	..	..	..	..	..	1
2	..	..	..	..	..	..	..	..	1	1	..	..	" Larynx	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	" Leg	..	..	..	..	..	1	1	..	..	..	..	..	2
6	2	1	2	1	..	..	..	..	..	..	..	..	" Liver	..	..	..	1	1	..	..	..	1	..	1	1	5
1	..	..	..	..	1	..	..	..	..	..	..	..	" Neck	..	..	..	..	..	..	..	1	..	..	..	..	1
2	..	..	1	..	..	..	..	..	..	1	..	..	" Oesophagus	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	" Rectum	..	..	..	..	..	..	..	..	1	..	..	..	1
1	..	..	..	..	1	..	..	..	..	..	..	..	" Shoulder	..	..	..	..	..	..	..	..	..	..	..	..	..
17	2	3	1	1	1	2	2	2	..	1	1	1	" Stomach	2	..	..	..	1	1	..	..	3	..	1	..	8
..	..	..	..	..	..	..	..	..	..	..	..	..	" Uterus	2	1	1	1	1	1	1	1	..	3	..	2	14
1	..	..	..	..	1	..	..	..	..	..	..	..	Carbuncle	..	..	..	..	..	..	..	..	..	..	..	..	..
..	..	..	..	..	..	..	..	..	..	..	..	..	Childbirth	10	7	5	7	3	3	4	6	4	5	4	11	69
254	..	1	13	38	89	97	6	2	3	4	..	1	Chol. Infantum	1	..	2	4	2	7	93	96	45	17	3	..	270
15	..	..	1	..	8	4	..	..	..	1	1	..	" Morbus	..	..	..	..	..	2	3	..	1	..	..	..	6
472	52	46	41	30	31	30	24	47	47	39	39	46	Consumption	42	47	41	48	45	28	53	40	44	38	48	44	518

82	4	6	9	7	5	11	6	3	5	7	10	9	Convulsions	4	5	5	4	3	8	7	5	6	10	7	8	72
36	3	3	7	2	1	..	3	1	4	3	2	7	Croup	5	4	6	1	4	5	..	3	4	4	4	7	47
15	1	1	2	1	2	1	2	..	1	..	1	3	Cyanosis	..	..	1	..	2	1	..	2	1	2	1	..	10
67	15	6	7	3	7	6	9	4	2	4	3	1	Debility	2	8	1	2	3	6	7	8	2	4	3	5	51
2	..	..	1	..	..	..	..	..	..	..	..	1	Diabetes	..	..	..	..	..	1	..	..	..	1	..	..	2
109	2	3	10	15	28	22	6	5	3	2	2	11	Diarrhœa	3	1	1	1	4	3	23	30	22	12	7	5	112
23	2	2	3	3	1	1	..	1	4	1	3	2	Diphtheria	4	4	4	1	2	3	1	..	..	2	5	2	28
27	3	3	3	..	3	2	1	1	..	5	3	3	Dropsy	2	6	4	5	1	3	5	1	3	2	6	2	40
29	..	..	2	2	11	10	3	..	..	1	..	..	Dysentery	..	..	5	..	1	1	9	15	10	5	1	1	48
4	2	1	..	..	..	1	..	..	..	..	..	..	Dyspepsia	..	..	..	..	..	..	..	..	..	..	1	..	1
5	..	1	..	..	1	..	..	..	..	1	2	..	Epilepsy	2	..	..	..	..	1	..	1	..	1	..	..	5
22	2	2	2	..	..	2	2	1	2	3	3	3	Erysipelas	1	5	2	1	4	2	..	1	1	1	4	3	25
5	1	..	3	..	..	1	..	..	..	..	..	..	Fever (not given)	..	..	1	..	1	..	1	1	..	..	2	1	7
1	1	..	..	..	..	..	..	..	..	..	..	..	" Remittent	..	1	..	..	..	..	..	..	1	1	..	..	3
87	8	6	15	11	13	3	4	4	8	4	6	5	" Typhoid	6	..	2	3	2	5	8	11	12	15	9	8	81
1	..	..	1	..	..	..	..	..	..	..	..	..	Fistula	..	1	..	..	..	..	..	..	..	..	..	..	1
14	1	2	..	1	2	..	..	2	2	2	1	1	Gastritis	2	3	1	2	3	3	2	2	..	1	..	1	20
1	..	..	..	1	..	..	..	..	..	..	..	..	Gout	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	2	2	1	1	..	..	..	5	1	3	2	Hæmorrhage	1	..	1	2	1	..	5	2	..	1	..	..	13
94	9	10	9	9	4	6	10	8	9	9	5	6	Heart Disease	8	8	4	12	14	3	13	4	9	8	7	12	102
1	..	..	..	1	..	..	..	..	..	..	..	..	Hernia	..	..	..	..	..	..	..	..	..	..	..	1	1
3	..	..	..	..	1	..	..	..	1	..	..	1	Hip Disease	..	..	1	1	..	1	1	..	..	..	..	..	4
8	..	..	..	..	..	3	1	1	1	..	2	..	Homicide	..	..	..	..	..	1	..	..	..	1	..	..	2

X. CAUSES OF DEATH.—*Continued.*

MALES.													CAUSES OF DEATH.	FEMALES.												
Totals.	Dec.	Nov.	Oct.	Sept.	Aug.	July.	June.	May.	April.	March.	Feb.	Jany.		Jany.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
15	3	1	1	2	1	..	..	4	1	1	1	..	Hooping Cough	..	2	4	1	1	1	1	2	2	4	1	1	20
81	6	2	4	6	8	10	12	5	10	8	4	6	Hydrocephalus	5	4	6	4	7	3	9	5	2	1	1	6	53
36	..	3	5	2	4	2	3	4	3	2	2	6	Infantile	2	1	2	3	1	4	1	2	2	2	3	..	23
1	..	..	..	..	..	..	..	..	..	..	..	1	Inflammation	1	..	1	..	..	..	..	..	..	..	..	..	2
2	..	..	..	1	..	..	..	..	1	..	1	..	Insanity	1	..	..	3	..	1	1	..	1	..	..	..	7
23	2	1	2	1	2	3	3	2	2	3	1	1	Intemperance.	1	1	2	1	2	1	4	..	2	1	..	..	15
2	1	..	..	..	..	1	..	..	..	..	..	..	Intussusception	..	..	..	..	..	..	..	..	..	..	..	..	..
5	..	1	..	1	..	..	1	..	..	1	1	..	Jaundice	..	1	..	1	..	..	..	..	..	2	..	..	4
1	..	..	..	..	..	1	..	..	..	..	..	..	Joint Disease	..	..	..	..	..	..	..	..	..	..	..	..	..
14	..	1	2	2	1	2	..	1	1	2	2	..	Kidney Disease	1	..	2	2	..	..	..	..	1	2	1	1	10
7	..	1	2	..	..	..	1	..	2	1	..	..	Laryngitis	..	..	..	..	..	..	..	..	..	..	1	3	4
13	1	2	2	1	2	..	1	..	..	3	1	..	Liver Disease	4	2	..	2	..	..	1	..	3	6	1	4	23
61	4	4	3	5	4	1	4	4	8	9	6	9	Lungs, Disease of	11	5	7	1	9	4	3	2	6	8	5	6	67
2	..	..	..	2	..	..	..	..	..	..	..	..	Malignant Pustule	..	..	..	..	..	..	..	..	..	..	..	..	..
110	10	8	13	14	10	13	4	4	9	9	8	8	Marasmus	7	2	10	5	3	5	6	14	14	15	6	4	91
24	..	..	..	..	1	4	6	3	3	2	3	2	Measles	..	4	6	..	1	2	3	2	..	..	..	..	18
3	..	1	1	..	..	..		..	1	..	..	..	Meningitis, Cerebro-spinal	1	..	..	..	1	..	..	..	..	..	..	..	2

6	2	..	1	..	1	..	2	..	..	..	..	..	Mortification	..	1	..	..	1	..	..	1	..	..	1	..	4
2	..	..	1	1	..	..	..	..	..	..	..	..	Necrosis	..	..	..	..	..	..	..	..	..	..	..	..	..
43	1	4	1	5	1	3	7	5	5	3	3	5	Nephria	..	..	4	6	6	4	6	2	1	5	3	2	39
3	..	1	..	..	..	..	..	1	1	..	..	..	Neuralgia	..	..	..	1	1	..	..	..	..	..	..	..	2
9	..	2	..	3	..	..	..	1	..	1	..	2	Noma	..	..	..	1	..	..	1	..	2	1	..	..	5
52	6	6	4	8	3	1	3	4	3	5	4	5	Old Age	12	11	7	11	9	6	10	7	7	7	10	5	102
36	1	8	2	5	4	3	..	2	3	3	3	2	Paralysis	..	5	9	3	5	2	7	2	5	4	3	5	50
15	2	2	..	2	3	1	..	2	..	..	2	1	Peritonitis	2	4	1	2	..	2	4	..	5	3	1	4	28
13	1	..	3	..	..	3	2	..	..	2	2	..	Pleurisy	1	2	..	..	..	2	1	..	1	1	..	1	9
174	12	14	15	10	13	9	11	22	14	27	7	20	Pneumonia	14	13	21	19	15	10	7	11	10	15	18	9	162
51	7	2	5	8	6	4	2	5	2	4	4	2	Premature Birth	2	3	5	7	6	3	3	..	3	4	2	2	40
1	1	..	..	..	..	..	..	..	..	..	..	..	Prostate, disease of	..	..	..	..	..	..	..	..	..	..	..	..	..
1	1	..	..	..	..	..	..	..	..	..	..	..	Purpura and Scurvy	1	..	1	..	..	..	1	1	..	..	1	..	5
1	..	..	..	..	..	..	..	..	..	..	1	..	Quinsy	..	..	..	..	1	..	..	..	..	..	..	..	1
17	3	1	1	..	1	1	1	4	..	1	2	2	Rheumatism	..	4	..	1	2	1	3	..	..	1	..	..	12
107	8	9	5	10	4	3	6	8	6	11	17	20	Scarlatina	17	11	9	6	6	4	14	4	2	8	8	9	98
10	..	..	2	..	1	1	1	..	3	2	..	..	Scrofula	1	3	..	1	..	2	..	..	..	..	..	..	7
2	..	..	..	..	..	..	..	..	1	..	..	1	Skin disease	..	..	..	..	..	..	..	..	..	..	..	..	..
17	..	..	..	..	..	..	..	1	5	1	5	5	Small Pox	1	7	2	3	1	..	..	..	..	..	..	1	15
..	..	..	..	..	..	..	..	..	..	..	..	..	Spina Bifida	1	..	..	..	..	..	..	..	..	..	..	..	1
7	1	..	..	..	3	..	1	..	..	2	..	..	Spine, disease	..	..	..	..	..	1	..	1	..	..	..	..	2
4	..	..	..	1	..	1	..	..	..	1	1	..	Stomach, disease of	..	..	..	..	..	..	..	..	1	..	..	..	1
28	1	4	2	3	3	2	2	2	3	2	2	2	Suicide	..	..	..	1	..	..	2	..	1	1	..	..	5

X. CAUSES OF DEATH. — *Continued.*

MALES.													CAUSES OF DEATH.	FEMALES.												
Totals.	Dec.	Nov.	Oct.	Sept.	Aug.	July.	June.	May.	April.	March.	Feb.	Jan.		Jan.	Feb.	March.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Totals.
3	..	..	..	..	..	..	..	..	1	1	1	..	Stricture	1	..	..	1	..	2	..	..	..	..	..	1	5
14	..	..	..	1	1	4	8	..	..	..	..	..	Sunstroke	..	..	..	..	..	..	..	..	..	..	..	..	..
3	..	1	..	..	..	..	..	..	1	..	..	1	Syphilis	1	1	..	..	1	..	1	..	1	1	3	..	9
19	2	2	1	..	3	4	..	2	..	2	1	2	Teething	..	..	..	1	..	..	5	1	1	4	1	..	13
..	..	..	..	..	..	..	..	..	..	..	..	..	Thrush	..	..	..	..	..	..	1	..	..	..	..	..	1
5	..	1	..	..	1	..	1	..	2	..	..	..	Tetanus	..	..	..	..	..	..	..	1	..	..	..	..	1
4	..	..	1	..	..	..	2	..	..	..	1	..	Tumor	1	2	..	..	1	..	2	1	2	2	..	..	11
1	..	..	..	..	..	..	..	..	..	1	..	..	Ulcers	..	..	..	..	..	1	..	1	..	1	..	..	3
53	4	2	4	4	5	4	5	6	6	6	4	3	Unknown	5	5	8	4	3	1	2	4	4	1	5	4	46
..	..	..	..	..	..	..	..	..	..	..	..	..	Uterus disease of	..	..	..	..	..	..	..	..	..	..	1	1	2
3104	227	232	264	293	356	337	215	230	240	250	212	248		233	222	230	219	221	189	387	327	283	257	219	207	2994

Accidents. — The number of deaths from casualties was 220 (the precise number recorded in the preceding year), comprising 27 from burns and scalds, and 33 from drowning. The percentage to the whole mortality was 3.60 against 3.98 in the preceding year.

Apoplexy. — The large number of 93 deaths from this cause was reported during the year, an increase of 17 compared with the preceding year. The sexes were 50 males, 43 females.

Bowels, Diseases of. — The number of deaths from diseases thus indicated was 67. If cholera infantum, cholera morbus, diarrhœa and dysentery be added to these, the whole number will be 910, — 446 males and 464 females — or nearly 15 per cent of the whole mortality. The mortality from these causes in 1869 made 11.44 per cent of the whole, showing a difference of 3½ per cent between the deaths during the two years.

Brain, Diseases of. — There were 320 deaths (193 males and 127 females) reported from these causes, making 5.25 per cent of the whole mortality. The deaths thus designated embrace all reported from inflammation, congestion, and meningitis, and one or two from "irritation of brain."

Bronchitis. — The number of deaths from this cause was 163, — 78 males and 85 females — 2.67 per cent of the whole mortality, and precisely that of the preceding year.

Cholera Infantum. — The number of deaths from this cause was 524, — 254 males and 270 females — making 8.60 per cent of the whole mortality. Nearly one-third of the deaths (168), from this disease occurred in wards 2 and 7. The deaths in the several wards are given in the following table: —

Wards.	Deaths.	Wards.	Deaths.	Wards.	Deaths.	Wards.	Deaths.
1	38	5	19	9	25	13	27
2	71	6	11	10	16	14	24
3	23	7	93	11	14	15	43
4	16	8	13	12	59	16	28

There were but 70 deaths from this cause in wards 4, 6, 8, 10 and 11 (13.36 per cent of the whole number), although those wards contain 24.34 per cent of the whole population.

The mortality from this cause in each of the last six years is seen in the following: —

1865.	1866.	1867.	1868.	1869.	1870.
261	266	231	488	365	524

Consumption. — The number of deaths from this disease was 990, — 472 males and 518 females — making 6.23 per cent of the whole mortality, differing very slightly from that of the preceding year. The deaths from consumption the past year were in the ratio of one death to 6.16 from all causes, or one in 5.88 from all but external causes. The percentage of deaths in each quarter is seen in the following table: —

Months.	Deaths.	Per cent.	Months.	Deaths.	Per cent.
January — March . . .	254	25.66	July — September . . .	228	23.03
April — June	239	24.14	October — December .	269	27.17

The deaths in the last quarter exceed the mortality during the same period of 1869 by 2 per cent.

The birthplaces of the decedents will be seen by the following table: —

BIRTHPLACES.	Males.	Females.	Totals.	Per cent.
United States	174	203	377	38.08
Ireland	196	202	398	40.20
England	8	10	18	1.82
Scotland	8	3	11	1.11
British American Provinces	20	28	48	4.85
Germany and Northern Europe	25	9	34	3.43
Other Foreign Places	7	6	13	1.31
Children of Foreign Parents	34	57	91	9.20
	472	518	990	100.00

The decedents from this cause in 1869 made more than 3 per cent more than those of 1870. There was an increase of 3 per cent in the number of decedents of Irish parentage in 1870, compared with the preceding year. There was a slight decrease in the number of those born in England, and an increase of 2 per cent in that of children of foreign parentage.

The number and percentage of deaths in the several wards and hospitals are seen in the following table: —

Wards	Deaths.	Per cent.	Wards.	Deaths.	Per cent.	Public Institutions	Deaths.	Per cent.
1 . . .	77	7.78	9 . .	42	4.24	Mass. Hospital . .	5	11.82
2 . . .	100	10.10	10 . .	48	4.85	Lunatic "	7	
3 . . .	64	6.46	11 . .	47	4.75	Deer Island . . .	11	
4 . . .	17	1.72	12 . .	57	5.76	City Hospital . .	17	
5 . . .	60	6.00	13 . .	31	3.13	Carney "	18	
6 . . .	40	4.04	14 . .	25	2.53	Other Hospitals .	59	
7 . . .	150	15.15	15 . .	53	5.35			
8 . . .	39	4.00	16 . .	23	2.32			
				873	88.18		117	

The deaths in wards 1, 2, 3, 5 and 7 make 45.50 per cent of the whole mortality from consumption, and 51.56 per cent of the deaths from that disease in the wards alone.

The ages of the decedents are given in the following table: —

Ages.	under 1.		1 to 5.		5 to 15.		15 to 20.		20 to 30.		30 to 40.		40 to 50.		over 50.	
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.
Deaths.	6	11	18	15	9	18	34	58	126	160	117	107	76	69	86	80
Per cent	.60	1.11	1.82	1.52	91	1.82	3.43	5.83	12.73	16.16	11.82	10.80	7.68	6.97	8.69	8.08

It will be seen, that 51.52 per cent of the deaths occurred between the ages of 20 and 40. The percentage of males under one year was 6.76, while that of the females was 10.31.

The occupations of the males will be seen in the following table: —

Laborers	106	Musicians	3	Brakeman	1	Agent	1
Clerks	34	Harness makers	3	Civil Engineer	1	Actor	1
Carpenters	19	Bakers	3	Constable	1	Boottreer	1
Merchants	14	Barkeepers	3	Expressman	1	Calker	1
Traders	13	Bookbinders	3	Farmer	1	Carriage maker	1
Tailors	12	Coopers	3	Japanner	1	Carver	1
Painters	10	Polishers	3	Lawyer	1	Burnisher	1
Waiters	10	Brassfinishers	2	Lather	1	Chemist	1
Printers	9	Coachmen	2	Keymaker	1	Engineer	1
Shoemakers	9	Confectioners	2	Piano maker	1	Hatter	1
Mariners	8	Dentists	2	Rope maker	1	Jeweller	1
Machinists	8	Gasfitters	2	Paper box maker	1	Nurse	1
Blacksmiths	6	Hostlers	2	Rigger	1	Real estate broker	1
Cabinet makers	6	Paper hangers	2	Sculptor	1	Ship joiner	1
Cigar makers	6	Stewards	2	Soapstone worker	1	Stevedore	1
Teamsters	6	Upholsterers	2	Shoe manuf.	1	Switchman	1
Barbers	5	Varnishers	2	Watchmaker	1	Stable keeper	1
Masons	5	Policemen	2	Whitewasher	1	Fisherman	1
Curriers	4	Paper stainers	2	Tinsmith	1	Hotel keeper	1
Soldiers	3	Peddler	1	Silversmith	1	Undertaker	1
Stonecutters	3	Plumber	1	Weaver	1	Not given	83
Porters	3	Frame maker	1	Wheelwright	1		472

Of the whole number of males who died from consumption, 22.46 per cent were laborers.

As before stated, the ratio of deaths from consumption in Boston was one death to 6.16 deaths from all causes; in Washington, 1 in 5.90; Baltimore, 1 in 7.28; in Richmond, Va., 1 in 7.96; in San Francisco (for the year ending June 30, 1870), 1 in 7.30; and in Brooklyn, N. Y. (for six months ending Dec. 31, 1 in 7.68.

Croup. — The number of deaths from this cause was 83 — 36 males and 47 females. The number of cases that occurred in each of the last six years is given below: —

1865.	1866.	1867.	1868.	1869.	1870.
83	87	78	127	99	83

Diphtheria. — There were 51 deaths from this disease, — 23 males and 28 females, a decrease of 10 from the number of the preceding year.

Fever, Typhoid. — The number of deaths reported from this cause was 168, — 87 males and 81 females, making 2.75 per cent of all the deaths. The deaths in each of the last six years is given below: —

1865.	1866.	1867.	1868.	1869.	1870.
125	93	88	120	138	168

The percentage of deaths to the whole mortality in each of the years stated above was, in 1865, 2.75 per cent; in 1866, 2.12 per cent; in 1867, 2.00 per cent; in 1868, 2.17 per cent; in 1869, 2.50 per cent.

Heart, Disease of. — There were 196 deaths thus reported, — 94 males and 102 females, making 3.21 per cent of the whole mortality.

Hydrocephalus. — The number of deaths reported from this cause was 134, — 81 males and 53 females, — 2.20 per cent of the whole mortality.

Marasmus. — There were 200 deaths thus designated, — 110 males and 90 females, making 3.28 per cent of all the deaths. In the preceding year, the deaths thus reported made 2.80 per cent of the mortality of that year.

Nephria (Bright's Disease). — The number of deaths reported from this cause was 82, — 43 males and 39 females. The whole number of deaths from diseases of the kidneys was 106, or 1.74 per cent of the mortality from all causes.

Pneumonia. — The deaths from this cause number 336, — 174 males and 162 females, making 5.51 per cent of all the deaths. The whole mortality from lung diseases makes 7.61 per cent of the deaths from all causes. In 1869, the percentage was 7.26.

Scarlatina. — This disease caused the death of 205, — 107 males, and 98 females, 3.36 per cent of the whole mortality. The number of deaths in each of the last six years will be seen in the following: —

	1865.	1866.	1867.	1868.	1869.	1870.
Deaths	50	60	306	266	330	205
Per cent.	1.10	1.37	6.92	4.84	5.97	3.36

Small Pox. — There were 32 deaths from this cause, — 17 males and 15 females. There was but one death subsequent to May, — in December. There were but six deaths from this disease in the preceding year.

Unknown Diseases. — The number of deaths from unknown causes, or in cases where there were no physicians in attendance, was 98, — five more than were similarly reported in the preceding year. These, together with the deaths from causes

designated as "infantile," "convulsions," "marasmus," and a large number from "debility," (all of which are comparatively worthless for statistical purposes,) make 8.38 per cent of the whole mortality.

XI. DEATHS, WARDS AND PUBLIC INSTITUTIONS.

Wards.	Deaths.	Per cent.	Wards.	Deaths.	Per cent.	Public Institutions.	Deaths.	Per cent.
1 . . .	513	8.41	9 . .	249	4.08	City Hospital . .	207	9.92
2 . . .	699	11.46	10 . .	239	3.92	St. Ann's In. Asy.	135	
3 . . .	364	5.97	11 . .	245	4.02	Deer Island . . .	56	
4 . . .	198	3.25	12 . .	406	6.66	Mass. Hospital .	84	
5 . . .	295	4.84	13 . .	238	3.90	Consumptive Hos.	46	
6 . . .	226	3.70	14 . .	209	3.43	Carney Hospital .	37	
7 . . .	822	13.48	15 . .	383	6.28	Lunatic Hospital	38	
8 . . .	194	3.18	16 . .	213	3.49	Other Hospitals .	2	
				5,493	90.07		605	

It will be seen by the above, that over 33.35 per cent of the deaths occurred in wards 1, 2 and 7, which contain 31.66 per cent of the population; while in wards 4, 6, 8, 10, 13, 14 and 16, which contain 31.36 per cent of the whole population, only 25 per cent of the deaths occurred. It will also be observed, that 13.48 per cent of the deaths occurred in ward 7, although the population of that ward makes only 11.55 per cent of the population of the entire city.

The ratio of deaths to the population in each ward is seen in the following:—

Wards.	Ratio.	Wards	Ratio.	Wards	Ratio.	Wards.	Ratio.
1	1 in 49.68	5	1 in 48.00	9	1 in 56.79	13	1 in 35.86
2	1 in 35.64	6	1 in 52.18	10	1 in 55.00	14	1 in 54.47
3	1 in 41.18	7	1 in 35.18	11	1 in 59.74	15	1 in 38.79
4	1 in 51.60	8	1 in 58.13	12	1 in 49.00	16	1 in 57.55

The following table will show the number of births, marriages, intentions of marriages, and deaths during the year: —

XII.—BIRTHS, MARRIAGES, INTENTIONS OF MARRIAGES, AND DEATHS.

	Births.	Marriages.	Intentions.	Deaths.
January	671	347	331	481
February	615	282	304	434
March	655	153	172	480
April	626	227	317	459
May	651	337	348	451
June	650	310	350	404
July	719	288	302	724
August	736	235	287	683
September	640	284	358	576
October	718	368	413	521
November	660	426	437	451
December	751	235	372	434
	8,092	3,492	3,991	6,098

GENERAL REMARKS.

By an examination of the foregoing tables, it will be seen that there was a large mortality in the city of Boston during the past year among children under five years of age. The deaths of these children make no less than 43 per cent of the whole mortality. In 1869 the percentage was less than 42. The deaths of children under one year made 27 per cent of all the deaths. In 1869 the percentage was 24.88. How this large mortality compares with that of some other large cities will be seen by the following table: —

	Per cent to population.		Per cent to population.
New York (1869)	29.42	Richmond	25.50
Baltimore	28.90	Brooklyn	25.25
Washington	28.83	Philadelphia	24.85
Boston	27.00	San Francisco	21.81

The cause of this excessive mortality is very generally attributed to unhealthy residences, want of nutritious or wholesome food, and to exposure and neglect. These, however, are but secondary causes, the primary one existing back or at the bottom of all of these outlying ones, viz: general *ignorance.* It is not too much to say, that if those who are suffering from the causes above enumerated were properly enlightened as to their inevitable consequences, they would feel a natural desire to escape from them. The cause for this unhappy condition is easily understood. The ignorant and unintelligent are always disqualified from engaging in other than the lowest employments, which bring to the laborer the smallest modicum in return. This, in its turn, necessitates the occupancy of wretched tenements, in the most undesirable localities, where, badly sheltered and clothed, with insufficient or unwholesome food, and confined

to the most laborious and injurious occupations, the seeds of all the diseases that flesh is heir to are profusely sown. Under such melancholy circumstances, it cannot be surprising that the progeny of such unfortunates are so remorselessly stricken down.

This subject is one which concerns not only the philanthropist, but the whole community. It presents directly the question, whether this loss of material wealth (for this excessive mortality is nothing less) shall continue, or that intelligent, energetic measures be employed to counteract it. It must be confessed that to suggest what may seem a remedy is very easily done, but it may not be so easy to apply that remedy. To build spacious, well arranged tenement houses in salubrious localities will not alone afford relief; for none but the instructed and intelligent, comparatively, can secure them. Hence it follows, that until education itself demands the change, no reform in the present unpromising condition of things need be hoped for. How the educationary process is to be conducted, or the requisite receptivity is to be secured, it is not easy to point out. This, it is feared, will prove to be a problem hard to solve, as other questions of a complex character will inevitably present themselves.

This ignorance of the cardinal principles of health on the part of the poorer portion of the community is not to be wondered at, when an almost equal ignorance exists among those who are by mere fortuitous circumstances differently situated. While the first class are oblivious of the real causes of their present condition, and do not regard the results that ensue in the light of cause and effect, the latter have yet to learn, that the moral and material condition of the whole community is involved in the subject.

It is not too much to say, that there are but few subjects which concern more closely the material welfare of a community, particularly a commercial one, than that of vital statistics;

nor are there many that are so little understood and appreciated, even by those whose material interests are more or less directly involved. It is true that there is a vague notion in the minds of some, that there should be a record of the births, marriages and deaths, because of some indefinite objects of no importance except in extraordinary cases. Such persons forget, most probably they never knew, that it is only by a knowledge of those living in any community, that the sanitary condition of the same community can be accurately ascertained; and that this knowledge is attained by no other means than through the agency of registration laws. If any city is unhealthy, the people are interested in knowing it, that remedial measures may be employed. If the births or marriages fall below the number that should take place among those of a marriageable age, the whole community is directly interested in the fact in more ways than one.

To show the precise sanitary condition of a place, and to exhibit the additions to, or subtractions from, its population, is to determine with greater accuracy than by any other means the extent of its material wealth. In proportion as the public health is improved, and the means of securing and preserving it understood (which can only be done by an accurate system of registration), the number of producers and consumers is necessarily increased, and their capacities for production and consumption enlarged in a corresponding ratio. This result is nothing less than an advance in material wealth. An increase of products only is not necessarily an increase of wealth; for merchandize is valueless while unemployed; its worth depends upon those whose wants call it into use. It then assumes its proper relations, rising and falling in value, in accordance with the combined action of producer and consumer.

It is within a comparatively short period that extensive systematic sanitary measures have been employed to better the

condition of the people through the agency of boards of health. It is true, that efforts have long and often been made to remove certain specified evils; but those efforts, spasmodic in their character, do not appear to have been prompted by any clear, far-sighted perception of the important fact, that wealth and the public hygiene were intimately allied. At the present time, this subject is receiving the most profound attention. Physicians, in their investigations concerning sanitary science, have naturally, if not unavoidably, entered the domain of political economy, and have demonstrated that the two branches of knowledge should be considered in their reciprocal relations to each other. In this two-fold field of scientific research, they have shown themselves to be the ablest advocates of that branch which heretofore was assigned to the political economist. The latter has viewed his favorite study in the light of trade and commerce; supply and demand; production and consumption; in short, in every aspect save that most important one, viz: *sanitary science.*

The general subject of registration may be regarded in another, but not less interesting light. 1. It is undeniable, that each member of a community is directly interested in preserving the life of every other member until nature herself asserts her supremacy. 2. It is also true, that he who is unable to labor, or is limited in his ability to do so, not only fails to contribute his proportionate share to the common weal, but by his very condition imposes on others a burden which Providence designed should be borne by himself alone. 3. Sickness and death are costly, both in their proximate and remote results, and, as a consequence, tend to impoverishment. 4. Increased taxation inevitably attends the above last named two conditions, in order that the incapables may be cared for. 5. A city or town that exhibits a high death-rate, is likely at the same time to present a high tax-rate. This depresses material prosperity, and interposes formidable obstacles to growth and expansion.

The existence and progress of disease in a human being may be readily discovered in the pallid face and wasted form; but the origin and nature of the malady must be ascertained by other methods. This knowledge, which every government should possess, must be gained before counteracting remedies can be administered with confident hopes of success. The registration system is like the merchant's trial-balance: the latter may not convert a deficit into a surplus, but it will show him beyond mistake his exact pecuniary condition. So with the registration system: it does not create a bad condition of the public health, but it does reveal its existence, and leaves to other methods the application of the proper remedies. By its agency data are stored up and preserved for present and future use, affording standards of comparison of incalculable value to all who have the intelligence to apply them to their legitimate ends. And that community which applies these hoarded facts to their obvious uses will occupy an elevation that those who fail to do so can never reach.

Respectfully submitted,

N. A. APOLLONIO.

City Registrar's Office, Boston, May 8, 1871.

ABSTRACT OF THE MARRIAGE LAW OF MASSACHUSETTS.

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1. Parties intending marriage must obtain a certificate from the registrar or clerk of the city or town in which they reside, *before* the ceremony can take place. If the parties are residents of different towns, a certificate from *each* place is required.

2. Parties residing in other States, and intending marriage in this Commonwealth, must obtain a certificate from the city or town in which said marriage is to take place, *before* the ceremony can be performed.

3. Parties leaving this Commonwealth to be married in another State, must, within seven days after their return, file with the registrar or clerk of the city or town in which either of them resided at the time, a certificate of their marriage, embracing all the facts required by law.

4. No clergyman or magistrate residing in another State, is allowed to solemnize a marriage in this Commonwealth.

5. No clergyman or magistrate can lawfully marry a minor (a male under 21 years, or a female under 18), without the *written consent* of the parents, master or guardian, if there is any such in the State.

6. A marriage certificate does not relieve a clergyman or magistrate from the responsibility incurred in marrying minors.

7. A minister or magistrate solemnizing a marriage is required to make a return of the same to the clerk or registrar of the city or town in which the marriage took place, on or before

the *tenth day* of the month following; and when neither of the parties to a marriage resides in the city or town in which the marriage was solemnized, he shall also make a return of the same to the clerk or registrar of the city or town in which one or both of said parties reside.

8. Every person neglecting to make the returns required as above, forfeits for each neglect not less than twenty nor more than one hundred dollars.

9. A justice of the peace or minister who joins persons in marriage contrary to the provisions above specified, knowing that the marriage is not duly authorized, forfeits not less than fifty nor more than one hundred dollars.

10. Whoever undertakes to join persons in marriage, knowing that he is not authorized so to do, is subject to imprisonment in the jail or confinement to hard labor for a term not exceeding six months, or to pay a fine of not less than fifty nor more than two hundred dollars.

City Document.— No. 40.

CITY OF BOSTON.

AUDITOR'S MONTHLY EXHIBIT.

MAY 10, 1871.

CITY OF BOSTON.

GENERAL AND SPECIAL APPROPRIATIONS FOR 1871-72.

MONTHLY EXHIBIT.

OFFICE OF THE AUDITOR OF ACCOUNTS, CITY HALL,

May 10, 1871.

TO THE HONORABLE CITY COUNCIL:

GENTLEMEN, — The undersigned, in compliance with the third Section of the Ordinance on Finance, herewith presents an Exhibit of the General and Special Appropriations for the present financial year of 1871–72, as shown in the books in his office, May 1, 1871, including the May draft, being one month's payments of the financial year, — exhibiting the original appropriations, the amount expended, and the balance of each unexpended at that date.

Respectfully submitted.

ALFRED T. TURNER,

Auditor of Accounts.

GENERAL APPROPRIATIONS.

Object of Appropriations.	Amount of each Appropriation.	Expended.	Bal. Unexpended.
Advertising	$4,000 00	$50 50	3,949 50
Annuities	800 00	.....	800 00
Armories	25,000 00	80 50	24,919 50
Bells and Clocks	3,800 00	141 09	3,658 91
Boston Harbor	10,000 00	370 17	9,629 83
Bridges	27,000 00	541 66	26,458 34
Cemeteries	14,200 00	838 03	13,361 97
Chestnut Hill Driveway	5,000 00	.....	5,000 00
City Debt	77,625 00	.....	77,625 00
City Hospital	110,600 00	7,261 10	103,338 90
Common, etc.	87,850 00	2,765 28	85,084 72
Contingent Funds, viz:			
Joint Committees of the City Council	3,000 00	.....	3,000 00
Mayor	1,500 00	.....	1,500 00
Board of Aldermen	1,500 00	.....	1,500 00
Common Council	3,024 00	.....	3,024 00
County of Suffolk	275,000 00	6,982 84	268,017 16
East Boston Ferries	208,500 00	16,045 68	192,454 32
Engineer's Department	18,000 00	1,538 00	16,462 00
Fire Alarm Department	33,718 00	2,314 58	31,403 42
Fire Department	359,310 00	61,054 93	298,255 07
Health Department	350,000 00	26,429 07	323,570 93
Interest and Premium	1,252,000 00	.....	1,252,000 00
Incidental Expenses	90,976 00	16 75	90,959 25
Lamps	350,000 00	29,544 60	320,455 40
Markets	10,500 00	679 40	9,820 60
Mount Hope Cemetery; Add Revenue rec'd, $2,454.32	21,000 00	2,779 47	20,674 85
Militia Bounty	50,000 00	.....	50,000 00
Overseers of the Poor	67,200 00	769 03	66,430 97
Old Claims	1,500 00	.....	1,500 00
Paving	1,000,000 00	35,168 01	964,831 99
Police	607,500 00	48,262 00	559,238 00
Printing and Stationery	35,000 00	2,014 32	32,985 68
Public Baths	37,000 00	2,020 25	34,979 75
Public Buildings	95,000 00	5,072 71	89,927 29
Public Institutions, viz:			
House of Industry	146,500 00	4,211 88	142,288 12
House of Correction	90,000 00	5,132 92	84,867 08
Lunatic Hospital	73,000 00	2,290 41	70,709 59
Pauper Expenses	17,000 00	1,404 67	15,595 33
Steamboat "Henry Morrison"	13,000 00	681 30	12,318 70
Quarantine Department	12,500 00	188 80	12,311 20
Office Expenses	7,800 00	812 62	6,987 38
Receiving House Deer Island	12,000 00	.....	12,000 00
New Work Shop " "	10,000 00	.....	10,000 00
Laying Water Pipe and Boilers "	[1] 10,010 30	.....	10,010 30
Carried forward	$5,628,913 30	$267,462 57	$5,363,905 05

[1] $2,010.30 of this amount brought from last year.

Object of Appropriations.	Amount of each Appropriation.	Expended.	Bal. Unexpended.
Brought forward	$5,628,913 30	$267,462 57	$5,363,905 05
Public Lands	10,000 00	539 94	9,460 06
Public Library	67,000 00	5,325 88	61,674 12
Reserved Fund	300,000 00	.....	300,000 00
Salaries	137,000 00	7,539 32	129,460 68
Schools and School-houses, viz:			
School Instructors . . .	875,000 00	69,638 00	805,362 00
Schools Expenses, School Committee	67,000 00	1,992 35	65,007 65
Salaries, Officers, School Committee	22,500 00	1,783 00	20,717 00
School-Houses, Public Buildings .	240,000 00	17,257 45	222,742 55
Sealers of Weights and Measures .	9,565 00	893 75	8,671 25
Sewers	100,000 00	3,335 11	96,664 89
Sinking Fund Commissioners . .	2,500 00	.....	2,500 00
State Tax	933,775 00	.....	933,775 00
Surveyor's Department . . .	26,000 00	1,950 81	24 049 19
Survey of Roxbury	[1] 7,224 53	585 96	6,638 57
Survey of Dorchester . . .	[2] 4,829 33	489 79	4,339 54
Unliquidated Street Claims . .	65,000 00	.....	65,000 00
War Expenses	500 00	.....	500 00
Water Works	274,000 00	11,721 08	262,278 92
Water Works, Interest and Premium	586,000 00	.....	586,000 00
Widening Streets	150,000 00	321 51	149,678 49
Total appropriations, $9,500,743 00		$390,836 52	$9,118,424 96
Balances from 1870–71, 6,064 16			
	$9,506,807 16		
Add Revenue	2,454 32		
	$9,509,261 48		

RECAPITULATION.

	Appropriations, Revenues, etc.	Expended.	Unexpended.
General	$9,509,261 48	$390,836 52	$9,118,424 96
Special	2,627,931 62	23,422 94	2,604,508 68
	$12,137,193 10	$414,259 46	$11,722,933 64

[1] $2,224 53 of this amount brought from last year.

[2] $1,829 33 of this amount brought from last year.

SPECIAL APPROPRIATIONS.

[Under this head, the appropriations are the balances brought from last financial year, and appropriations made the present financial year.]

OBJECT OF APPROPRIATIONS.	Loan, Revenue, or from Transfers.	Expended.	Unexpended.
Atlantic Avenue (loan)	$130,739 87	$95 14	$130,644 73
Broadway Extension (loans)	112,017 52	300 00	111,717 52
Canton Street Grading (loan)	47,597 79	2,178 39	45,419 40
Chestnut Hill Reservoir (loans)	26,228 05	1,763 30	24,464 75
Church Street District (loans)	29,913 92	.....	29,913 92
Engine and Hose House, Tremont street (loan)	20,000 00	.....	20,000 00
Fort Hill Improvement (loan)	352,795 26	324 38	352,470 88
Grading Madison Square (transfer)	12,000 00	.....	12,000 00
Harrison Avenue Extension (loan)	150,143 00	.....	150,143 00
Home for Poor, Deer Island (transfers)	225,000 00	.....	225,000 00
Memorial Monument Boston Common (transfer)	75,000 00	.....	75,000 00
New Building House of Correction (transfer)	3,000 00	.....	3,000 00
New Lunatic Hospital (loans and appropriation)	105,891 62	.....	105,891 62
New Main Pipe East Boston (reserved fund)	24,369 67	20 00	24,349 67
Oliver street (revenue)	.....	.....	.....
Primary School-House, Shurtleff District (transfer)	35,915 75	663 37	35,252 38
Scollay's Building (loan)	134,977 25	97 75	134,879 50
Shawmut Avenue Extension (loan)	132,905 06	.....	132,905 06
Soldiers' Relief (revenue)	141,798 34	318 33	141,480 01
Suffolk-street District (transfer and loan)	158,759 92	6,946 11	151,813 81
Ticknor Bequest (transfer)	3,000 00	.....	3,000 00
Water Works, Wards 13, 14, 15 (loans)	14,716 25	172 00	14,544 25
Water Works, Ward 16 (loan)	137,701 29	6,340 91	131,360 38
Water to Deer Island (loans)	43,945 65	.....	43,945 65
Water Street Grade Damages (transfer)	100,000 00	.....	100,000 00
Widening Boylston Street (loan)	3,292 95	.....	3,292 95
Widening Eliot Street (loan)	48,727 17	.....	48,727 17
Widening Federal Street (loans)	1,619 41	.....	1,619 41
Widening Hanover Street (loan)	44,797 37	.....	44,797 37
Widening Hanover Street, No. 2 (loan)	140,522 77	4,203 26	136,319 51
Widening Kingston Street (loan)	160,907 00	.....	160,907 00
Widening Tremont Street (loans and transfer)	9,648 74	.....	9,648 74
	$2,627,931 62	$23,422 94	$2,604,508 68

UNCOMPLETED PUBLIC BUILDINGS AND PUBLIC WORKS, MAY 1, 1871.

TOTAL APPROPRIATIONS AND EXPENDITURES FOR EACH.

The following table shows the total amount of appropriations made from time to time by the City Council, and the objects for which they were made, — the amount expended and balance unexpended, including the May draft: —

OBJECT OF APPROPRIATIONS.	Loan, Revenue, or from Transfers.	Expended.	Unexpended.
Atlantic Avenue (loan)	$1,200,000 00	$1,069,355 27	$130,644 73
Broadway Extension (loans)	1,000,000 00	888,282 48	111,717 52
Canton Street Grading (loans)	150,000 00	104,580 60	45,419 40
Chestnut Hill Reservoir (loans)	2,450,000 00	2,425,535 25	24,464 75
Church-street District (loans)	1,175,000 00	1,145,086 08	29,913 92
Fort Hill Improvement (loan)	1,250,000 00	897,529 12	352,470 88
Harrison Avenue Extension (loan)	220,000 00	69,857 00	150,143 00
New Lunatic Hospital (loans and appropriation)	148,000 00	42,108 38	105,891 62
New Main Pipe East Boston (reserved fund)	25,000 00	650 33	24,349 67
Oliver street (revenue)	185,607 45	341,725 17	($156,117.72 adv by Treasurer.)
Primary School-House, Shurtleff District, (transfer)	36,000 00	747 62	35,252 38
Scollay's Building (loan)	135,000 00	120 50	134,879 50
Shawmut Avenue Extension (loan)	225,000 00	92,094 94	132,905 06
Suffolk Street District (transfer & loan)	506,244 00	354,430 19	151,813 81
Water Works, Wards 13, 14, 15 (loans)	700,983 03	686,438 78	14,544 25
Water Works, Ward 16 (loan)	375,000 00	243,639 62	131,360 38
Water to Deer Island (loans)	75,000 00	31,054 35	43,945 65
Widening Boylston Street (loan)	115,000 00	111,707 05	3,292 95
Widening Eliot Street (loan)	390,000 00	341,272 83	48,727 17
Widening Federal Street (loans)	325,000 00	323,380 59	1,619 41
Widening Hanover Street (loan)	500,000 00	455,202 63	44,797 37
Widening Hanover Street, No. 2 (loans)	820,000 00	683,680 49	136,319 51
Widening Kingston Street (loan)	225,000 00	64,093 00	160,907 00
Widening Tremont St. (l'ns and transfer)	545,000 00	535,351 26	9,648 74
Total,	$12,776,834 48	$10,907,923 53	$2,025,028 67
Advanced by Treasurer,	156,117 72		
	$12,932,952 20		

City Document.—No. 41.

CITY OF BOSTON.

REPORT OF DIRECTORS

OF

EAST BOSTON FERRIES.

1871.

OFFICE OF THE DIRECTORS OF FERRIES,
EAST BOSTON, May 12th, 1871.

To the Honorable City Council:

GENTLEMEN: The undersigned Directors of the East Boston Ferries, in accordance with the sixth section of the Ordinance on Ferries, would respectfully submit the following report of their doings for the thirteen months ending April 30th, 1871. In entering upon our duties, we found everything pertaining to the Ferries in a most dilapidated condition, and at once commenced to make such changes and repairs as we found necessary to meet the demands of those dependent upon the Ferries; consequently the repairs on landings and boats have been large. Included in the repairs on landings, are a new head house, $8,000; coal shed and oil house, $4,000; a new drop and two tanks, $12,000; new piles, $8,255; driving piles, $10,000.

The landings are now mostly in good condition, so that with some small outlay in keeping them cleanly, and the buildings painted, will not at present require any very large expense. The boats are, with the exception of the "Daniel Webster" and "Genl. Grant," in good running order; but, as you are well aware, they are all old boats, and will consequently need constant repairs. The "Daniel Webster" is to be re-topped, and the "Genl. Grant" is to have a new boiler. These extra expenses have been provided for in our estimate for the current year, submitted to you by the City Auditor, as also the provision for one new boat, which we think is an immediate necessity. We submit the annexed schedules, showing the receipts and expenses for the thirteen months that the city has been in possession of the ferries.

Schedule A, showing the amount of teams and passengers transported during the time specified, as also the total amount of receipts as accounted for by the clerk.

Schedule B, showing the amount paid to the City Treasurer, and the balance on hand May 1st.

Schedule C, showing amount of Expenses.

NEHEMIAH GIBSON.
D. D. KELLY.
E. E. BATCHELDER.
S. B. HOPKINS.
ALBERT C. POND.
CHAS. STANWOOD.
S. A. WOODS.

SCHEDULE A.

Amt. Tolls for 13 months, ending April 30th, 1871.

391,797	1-horse teams	@ 10c	$39,179 70	
156,195	2 " "	20c	31,239 00	
5,258	3 " "	25c	1,314 50	
6,444	4 " "	33c	2,126 52	
13,780	2 " carriages	15c	2,067 00	
21,057	Tolls	5c	1,052 85	
83	1-horse drags	20c	16 60	
72	2 " "	20c	14 40	
73	3 " "	30c	21 90	
151	4 " "	38c	57 38	
8	5 " "	43c	3 44	
1	6 " "	48c	48	
3	1 " caravan	20c	60	
18	3 " "	35c	6 30	
15	4 " "	50c	7 50	
1	5 " "	55c	55	
3	4 " carriages	25c	75	
2	5 " "	30c	60	
1	7 " "	40c	40	
				$77,110 47
545,303	Met. R. R.	@ 1c	$5,453 03	
145,473	" "	1½c	2,182 09	
2,367,750	foot passes	1½c	35,516 25	
2,807,163	foot passengers	2c	56,143 26	
78,314	outstanding F. passes	1½c	1,174 71	
Sundry	" team tickets		332 75	100,802 09
				$177,912 56

Showing daily average of $450.41.

Received Met. R. R. for Repairs,	$117 64	
" for Steamer "Norfolk,"	2,672 30	
" " rents,	829 19	
" " old drop and tanks,	155 00	
" " " junk and wood,	166 73	$3,940 86
		$181,853 42

SCHEDULE B.

Paid F. U. Tracy, Treas.	$180,058 54
Cash on hand May 1st,	1,539 88
" capital "Toll men,"	255 00
	$181,853 42

SCHEDULE C.

Expenses for the 13 months ending April 30, 1871.

Wages and Salaries,	$69,946 73
Repairs of Landings,	60,904 63
Fuel,	46,634 71
Expense,	27,216 21
Repairs of Boats,	23,989 30
	$228,691 58

In the repairs of Landings is included new head house,	$8000
One new drop and two new tanks,	12,000
Pile driving,	10,000
Piles,	8,255
New coal shed and oil house,	4,000
In expense account is included rent Sargent's wharf,	4,000
City water rates,	4,000
Gas,	3,000
Sundries, hardware, oil, waste and other supplies.	

City Document.—No. 42.

CITY OF BOSTON.

EXTENSION

OF

SOUTH MARKET STREET,

FROM

COMMERCIAL STREET TO ATLANTIC AVENUE.

1871.

CITY OF BOSTON.

IN BOARD OF STREET COMMISSIONERS, May 20, 1871.

Resolved, That the safety and convenience of the inhabitants of the City require that South Market street should be extended, sixty feet wide, from Commercial street to Atlantic avenue, including a street forty feet wide, known as City wharf, and for that purpose it is necessary to take and lay out as a public street or way of the said city, a parcel of land belonging to JOHN F. MILLS, bounded as follows, viz: — Northwardly by the northerly line of the proposed extension of South Market street, there measuring one hundred feet; eastwardly by a passage-way, about twenty feet wide, between land of said Mills and of Baldwin, Botume & company, $\frac{16}{100}$ of a foot; southwardly by City wharf, one hundred and $\frac{51}{100}$ feet; and westwardly by Commercial street, ten and $\frac{25}{100}$ feet: containing five hundred and twenty square feet, more or less.

Another parcel of land belonging to JOHN F. MILLS, bounded as follows, viz: — Southwardly by the southerly line of the proposed extension of South Market street, there measuring one hundred two and $\frac{62}{100}$ feet; eastwardly by land hereinafter described as taken from DAVID SNOW, twenty feet; northwardly by City wharf, one hundred and $\frac{54}{100}$ feet; and westwardly by Commercial street, twenty and $\frac{11}{100}$ feet: containing two thousand and thirty-two square feet, more or less.

A parcel of land belonging to DAVID SNOW, bounded as follows, viz: — Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from A. and A. Jacobs, twenty feet; northwardly by City wharf, thirty feet;

and westwardly by land before described as taken from John F. Mills, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to A. and A. JACOBS, bounded as follows, viz:—Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Wallace F. Robinson, twenty feet; northwardly by City wharf, thirty feet; and westwardly by land before described as taken from David Snow, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to WALLACE F. ROBINSON, bounded as follows, viz: — Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Thomas Dana, twenty feet; northwardly by City wharf, thirty feet; and westwardly by land before described as taken from A. and A. Jacobs, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to THOMAS DANA, bounded as follows, viz: — Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Mary H. Potter, twenty feet; northwardly by City wharf, thirty feet; and westwardly by land before described as taken from Wallace F. Robinson, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to MARY H. POTTER, bounded as follows, viz:—Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Andrew T. Hall, twenty feet; northwardly by City wharf, thirty feet;

and westwardly by land before described as taken from Thomas Dana, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to ANDREW T. HALL, bounded as follows, viz:—Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Thomas W. Nickerson, twenty feet; northwardly by City wharf, thirty feet; and westwardly by land before described as taken from Mary H. Potter, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to THOMAS W. NICKERSON, bounded as follows, viz:—Southwardly by the southerly line of the proposed extension of South Market street, there measuring thirty feet; eastwardly by land hereinafter described as taken from Josiah and Edmund Quincy, executors and residuary legatees, twenty feet; northwardly by the same, thirty feet; and westwardly by land before described as taken from Andrew T. Hall, twenty feet: containing six hundred square feet, more or less.

A parcel of land belonging to JOSIAH AND EDMUND QUINCY, EXECUTORS AND RESIDUARY LEGATEES, bounded as follows, viz: Southwardly by the southerly line of the proposed extension of South Market street, there measuring one hundred sixty-one and $\frac{43}{100}$ feet; eastwardly by land hereinafter described as taken from the proprietors of T wharf, fourteen and $\frac{23}{100}$ feet; northwardly by land hereinafter described as taken from a person, or persons, unknown, one hundred and four feet; again eastwardly by the same, forty-six and $\frac{3}{100}$ feet; again northwardly by the northerly line of the proposed extension of South Market street, eighty-eight and $\frac{6}{100}$ feet; westwardly by City wharf, forty and $\frac{22}{100}$ feet; again southwardly by land before

described as taken from Thomas W. Nickerson, thirty feet; and again westwardly by the same, twenty feet: containing six thousand one hundred and fifty-two square feet, more or less.

A parcel of land belonging to A PERSON, OR PERSONS, UNKNOWN, bounded as follows, viz:—Southwardly by land before described as taken from Josiah and Edmund Quincy, executors and residuary legatees, there measuring one hundred and four feet; eastwardly by land hereinafter described as taken from the proprietors of T wharf, forty-five and $\frac{77}{100}$ feet; northwardly by the northerly line of the proposed extension of South Market street, ninety-nine and $\frac{58}{100}$ feet; and westwardly by land before described as taken from Josiah and Edmund Quincy, executors and residuary legatees, forty-six and $\frac{3}{100}$ feet: containing forty-six hundred and fifty-nine square feet, more or less.

A parcel of land belonging to the PROPRIETORS OF T WHARF, bounded as follows, viz:—Southwardly by the southerly line of the proposed extension of South Market street, there measuring two hundred six and $\frac{11}{100}$ feet; eastwardly by Atlantic avenue, sixty-one and $\frac{18}{100}$ feet; northwardly by the northerly line of the proposed extension of South Market street, two hundred seventeen and $\frac{49}{100}$ feet; and westwardly by land before described as taken from a person or persons unknown, and from Josiah and Edmund Quincy, executors and residuary legatees, sixty feet: containing twelve thousand seven hundred and eight square feet, more or less.

AND WHEREAS due notice has been given of the intention of this Board to take the said parcels of land for the purpose aforesaid, as appears by the return hereunto annexed, IT IS THEREFORE ORDERED, that the parcels of land before described be and the same hereby are taken and laid out as a public street or way of the said City, according to a plan of the said extension, made by Thos. W. Davis, City Surveyor, dated April 15, 1871,

and deposited in the office of the said City Surveyor. And this Board doth adjudge that the expense of extending the said South Market street, as aforesaid, will amount to two hundred and eighty thousand and four hundred and fifty three and $\frac{50}{100}$ dollars; and that the damages to the estates, parts of which are taken as above, are the sums set against them respectively, on the schedule hereto annexed.

Estimate of damages occasioned by the extension of South Market street to Atlantic avenue, 1871.

ESTATES.	Number on the street.	Sq. feet of land taken	Price per foot.	Value of land taken.	Value of buildings before extension.	Value of buildings after extension.	Value of old materials to be cut off.	Damages to buildings, owners and occupants.	Total amount of damages to each estate.
John F. Mills	17 Commer'l c. City whf.	520	$20 00	$10,400	$1,000	.....	.....	$1,600	$12,000 00
John F. Mills	13 and 15 Com'l cor. City wharf	2032	20 00	40,640	30,000	$1,000	$2,000	32,500	73,140 00
David Snow	13 City whf	600	9 00	5,400	20,000	15,000	500	10,000	15,400 00
A. and A. Jacobs	15 and 17	600	8 75	5,250	20,000	15,000	500	10,000	15,250 00
Wallace F. Robinson	19 and 21	600	8 50	5,100	20,000	15,000	500	10,000	15,100 00
Thomas Dana	23 and 25	600	8 25	4,950	20,000	15,000	500	10,000	14,950 00
Mary H. Potter	27 and 29	600	8 00	4,800	20,000	15,000	500	10,000	14,800 00
Andrew T. Hall	31 and 33	600	7 75	4,650	20,000	15,000	500	10,000	14,650 00
Thos. W. Nickerson	35 and 37	600	7 50	4,500	23,000	17,000	500	11,000	15,500 00
Josiah and Edmund Quincy, executors and residuary legatees	.....	6152	4 50	27,684	.....	.....	.....	.....	27,684 00
A person or persons unknown	.....	4659	2 50	11,647 50	.....	.....	.....	.....	11,647 50
Prop's of T wharf	.....	12708	4 00	50,832	1,200	.....	200	1,500	52,332 00
		30271		175,853 50	175,200	108,000	5,700	106,600	282,453 50

City Document.—No. 43.

CITY OF BOSTON.

ORDER RESPECTING ACT

IN RELATION TO

The Laying of Water Pipes.

1871.

In Common Council, May 18, 1871.

Read, laid on the table for one week, and to be printed.

Attest:

W. P. GREGG,
Clerk of the Common Council.

CITY OF BOSTON.

IN BOARD OF ALDERMEN, May 15, 1871.

Ordered, That the act passed by the Legislature of this Commonwealth, April 14, 1871, entitled " An Act in addition to an act to authorize the city of Boston to build an additional reservoir," being chapter 185 of the statutes of 1871, be referred to the Committee on Water, with request that they consider the expediency of its acceptance by the City Council.

Passed. Sent down for concurrence.

CHAS. E. JENKINS, *Chairman.*

COMMONWEALTH OF MASSACHUSETTS.

CHAPTER 185.

IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND SEVENTY-ONE.

AN ACT

IN ADDITION TO "AN ACT TO AUTHORIZE THE CITY OF BOSTON TO BUILD AN ADDITIONAL RESERVOIR."

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows:—

SECTION 1. The city of Boston is hereby authorized, by and through the agency of the Cochituate Water Board therein, to construct an aqueduct, or to lay new main pipes from its reservoir, constructed under the provisions of the one hundred and thirty-first chapter of the acts of the year eighteen hundred and sixty-five, through the towns of Brighton and Brookline, to the city of Boston, and to continue the same into and through the city of Boston, in the manner provided in the one hundred and sixty-seventh chapter of the acts of the year eighteen hundred and forty-six; and for this purpose may take and hold, by purchase or otherwise, any lands or real estate necessary therefor; and may construct said aqueduct, or lay said pipes over or under any water-course, or any streets, turnpike roads, railroads, highways, or other ways, in such manner as not to obstruct or impede the travel thereon; and may enter upon and dig up any such roads, streets or ways, for the purpose of constructing said aqueduct, or laying down said pipes beneath the surface thereof, and for maintaining and repairing the same; but always in such manner and with such care as not to render

the roads, streets and ways unsafe or unnecessarily inconvenient to the public travel thereon. And said city of Boston, in performing said work, shall be subject to such reasonable regulations as to time, place and manner of digging up any streets or ways of public travel for the purpose aforesaid, and the laying of said pipes, as shall be made by the selectmen of Brighton and of Brookline, within their respective limits, for the protection of their rights of drainage and sewerage therein.

SECT. 2. Whenever the city of Boston shall dig up any street or way, as aforesaid, it shall restore the same to as good order and condition as the same shall be in when such digging commenced; and the city of Boston shall at all times indemnify and and save harmless the town of Brighton and the town of Brookline, against all damage which may be recovered against them, respectively, and shall re-imburse to them, respectively, all expenses which they shall incur by reason of any defect or want of repair in any street or way, caused by the construction of said aqueduct or the laying of said pipe, or by the maintaining or repairing of the same: *Provided*, that said city shall have due and reasonable notice of all claims for such damages or injury, and opportunity to make a legal defence thereto.

SECT. 3. The city of Boston shall be liable to pay all damages that shall be sustained by any persons in their property by the taking of any land or real estate, or constructing of said aqueduct, or the laying of said pipe as aforesaid; and any person sustaining damage as aforesaid may have the same ascertained, determined, collected and paid in the manner which is provided in the sixth, seven and eighth sections of the one hundred and sixty-seventh chapter of the acts of the year eighteen hundred and forty-six:

SECT. 4. The selectmen of the town of Brighton and the selectmen of the town of Brookline may require the city of Boston, while constructing said aqueduct or laying down said pipe within their respective limits, to insert therein a number of

hydrants, at points not less than five hundred feet apart, to be used for the purpose of extinguishing fires and no other purpose; and the town of Brighton and the town of Brookline shall pay the expenses of keeping in repair all such hydrants as shall be so inserted, upon their respective requisitions, after the same shall have been constructed.

SECT. 5. This act shall not take effect until the same shall have been accepted by the City Council of the City of Boston.

Approved April 14, 1871.

City Document.—No. 44.

CITY OF BOSTON.

ANNUAL REPORT

OF THE

TRUSTEES OF MOUNT HOPE CEMETREY.

1871.

OFFICE OF THE BOARD OF TRUSTEES OF MOUNT HOPE CEMETERY.

May 16, 1871.

To the Honorable City Council:

In compliance with the ordinance relating to Mount Hope Cemetery, the Trustees herewith respectfully submit their thirteenth Annual Report.

In rendering to the City Council an account of their stewardship, the Trustees deem it not improper for them to present some facts for consideration, which they think will place the object consigned to their charge in that light which its importance demands.

It is within a comparatively short period that the propriety of intermural interments has received that degree of attention which has led to any practical result. Prior to 1830, very little was said or done to discourage the practice which then almost universally prevailed. Tombs were built under church edifices for the purpose of revenue, as well as to subserve a supposed necessity. But within the period above named, however, the subject of sanitary science has received so much attention, that an entire change in the public mind has taken place. The direct results have been the establishment of numerous suburban cemeteries, of which Mount Auburn was the pioneer, and the almost total cessation of burials within the city limits. At the present time, these cemeteries are universally regarded as a public necessity, and almost every head of a family who has the means of purchase is in possession of, or intends to secure, a lot in one of these beautiful resting-places of the dead.

This general desire for burial lots has been followed by a very natural enhancement of their cost, which has had the effect of limiting their purchase, in some cemeteries, to those of ample means; while a large class find them altogether beyond their

reach. The purchase of Mount Hope Cemetery by the city of Boston was designed to remedy, in some measure, this result. Although this cemetery, at the time of purchase, was not regarded as possessing all the advantages that were desirable, it offered the most favorable means then attainable of meeting the wants that were so generally felt. Nor can it be doubted by any, who have given the subject of the burial of the dead the most cursory examination, that its purchase is eminently worthy of public approval.

From a conviction produced by considerable experience, the Trustees cannot refrain from expressing their belief, that the annual appropriations by the City Council for Mount Hope Cemetery are both just and necessary. The wants of the continually increasing class before adverted to, wants inevitable from their nature, demand the most generous outlay. This class, unblest with other than the most moderate means, find no way to secure the object of their desire than that which Mount Hope Cemetery affords.

The Trustees have endeavored to conduct the affairs entrusted to their management so as to meet this urgent and growing want; and they have reason to believe that they have been successful in their efforts. While they confess that they have not accomplished all that their experience has taught them was desirable, it is not improper for them to say, that, with the limited means at their disposal, the cemetery has steadily advanced in value, and in public estimation.

Various improvements, apart from the regular care of the grounds, have been made during the year, which, with others now in contemplation, and which the Trustees hope will be consummated at no distant day, will, they doubt not, meet the wants and just expectations of the community. These improvements have been made with a due regard to economy, and have received the warm commendations of visitors to the cemetery.

In addition to other things, the exigencies of the cemetery

have for some time demanded the erection of a new office for the Superintendent (combining a reception room for visitors, and a chapel for funeral services), and a new greenhouse, — the old ones long since having failed to be suitable for their purposes. Hitherto, the accomplishment of these objects has been prevented by other matters of greater moment, which required all the means at the disposal of the Trustees. The time has now arrived, when these important measures should no longer be delayed. The Trustees have, accordingly, secured plans for the two buildings, which, they trust, will be an ornament to the grounds. It is designed to have the office located near the main entrance of the cemetery, and the greenhouse on the southwestern front of the grounds.

The various improvements are largely owing to the taste and discrimination of the Superintendent, Mr. SAMUEL A. B. BRAGG, who has been careful and painstaking in carrying out the wishes of the Trustees.

The following is a detailed statement of the work done, and the permanent improvements made, during the year ending April 30, 1871: —

The following avenues and walks have been extended, in the aggregate, 2,298 feet, the whole underlaid with stone, forming a substantial drain, the surface being properly graded and gravelled, viz: (1.) Nine hundred feet have been added to Webster avenue. (2.) Seven hundred feet to Walnut avenue. (3.) Two hundred feet to Highland avenue. (4.) Thirty-six feet to Pilgrim avenue. (5.) Two hundred and eighty-six feet to Tennyson walk. (6.) One hundred and seventy-six feet to Lowell walk.

Sixty-one lots have been made during the year — 38 full-sized ones (containing 300 square feet), and 23 half lots. The former are located on Central and Channing avenues, and Tennyson walk, between Highland and Union avenues; and twelve of the latter on Greenwood avenue, and eleven on Webster avenue and Lowell walk.

Maple Grove has been enlarged, to supply the wants of those desiring to purchase single graves, one hundred and ninety-nine of which have been sold during the year.

About one hundred and twenty-five head-stones and tablets, and several monuments, have been erected; and four lots have been enclosed with granite curbing, and one with an iron fence.

A fence, fourteen hundred and thirteen feet in length, and seven feet in height, has been erected on the northerly side of the cemetery.

There were four hundred and seventy-nine interments in the cemetery during the year, exclusive of those in that part assigned to the indigent poor.

In concluding their report, the Trustees would respectfully ask for their labors the favorable consideration of the City Council, and for the important interests committed to their charge their sympathy and liberal co-operation.

The report of the Committee on Accounts, on the part of this Board, is appended.

EDWARD A. WHITE, *President.*
JOSEPH P. PAINE,
SAMUEL B. HOPKINS,
S. B. STEBBINS,
CHARLES CAVERLY, JR.,
EDMUND B. VANNEVAR,
JOHN S. MOULTON,
Trustees.

MOUNT HOPE CEMETERY.

The Committee on Accounts respectfully present the following statement, showing the receipts and expenditures of the Cemetery from May 1, 1870, to April 30, 1871:—

Receipts.

Balance in treasury May 1, 1870	$351 32
Appropriation by City Council, 1870	16,000 00
Received for sale of lots	5,710 00
" " graves in Maple Grove	1,935 00
" " digging graves	2,639 00
" " care of lots	1,161 55
" " foundations to head-stones	742 24
" " sales of wood	631 37
" " sales of plants and flowers	99 41
" " use of tomb	110 00
" " sales of hay, &c.	248 21
	$29,628 10

Expenditures.

Pay-rolls for labor	$20,351 04
Salary of Superintendent	1,650 00
Sundry small bills paid by Superintendent	72 22
Metropolitan Railroad Co. for running coaches to cemetery	590 46
Conveyance, and other expenses attending the visit to the cemetery by members of the G. A. R., for the purpose of decorating the graves of soldiers	524 30
Coal for greenhouse	112 00
Grain for horses	391 92
Manure	327 77
Stone posts and slate numbers	240 20

Blacksmith work	$469 73
Repairs of wagons and harnesses . . .	289 57
Carpenters' labor on fence, repairs, etc . .	891 26
Flower pots	62 40
Printing and stationery	161 51
Advertising	134 37
Seeds and flowers	128 65
Two horses	275 00
Sundry bills for hardware, powder, brick, ice, matting, etc.	501 38
Total	$27,173 78
Balance on hand May 1, 1871	$2,454 32

The books and accounts of the Secretary and Superintendent have been carefully examined and found to be correct.

For the Committee on Accounts.

S. B. STEBBINS,

Chairman.

City Document.—No. 45.

CITY OF BOSTON.

ANNUAL REPORT

OF THE

OVERSEERS OF THE POOR.

1871.

In Board of Aldermen, May 22, 1871.

Read, laid on the table, and ordered to be printed.

Attest:

S. F. McCLEARY,
City Clerk.

BOARD OF OVERSEERS OF THE POOR.

1871–72.

FREDERIC W. LINCOLN, *Chairman.*

JOSEPH BUCKLEY,	THOMAS BLASLAND,
FRANCIS E. PARKER,	GEORGE FABYAN,
THOMAS C. AMORY,	PHINEAS M. CRANE,
JAMES L. LITTLE,	THOMAS F. TEMPLE,
IRA ALLEN,	SAMUEL B. CRUFT,

JOHN O'BRIEN.

OTIS NORCROSS, *Treasurer.* JOHN PRATT, *Secretary.*

OFFICE, CHARITY BUILDING,
Corner Hawkins and Chardon Streets.

CITY OF BOSTON.

Office of the Overseers of the Poor, Charity Building.

Boston, May 15th, 1871.

A wise provision of the City Ordinance requires the Overseers of the Poor to present to the City Council an Annual Report of their receipts and expenditures, together with such other information as may be of interest, showing the condition of this branch of the public service.

The Board regret that an opportunity is not afforded for a more intimate personal intercourse between themselves and the members of the city government, in order that they might obtain a practical knowledge of the work which is accomplished through this instrumentality.

As the department under their charge affects vitally the material comfort and happiness of a large class of our population, so does the system and method of its administration tend either to extend or diminish pauperism, one of the most perplexing subjects which engages the attention of modern legislators.

The functions of the Board are, however, limited by the statute laws of the Commonwealth, and the provisions of the city ordinances. It is a public body, with certain prescribed duties to perform; individual preferences and opinions in regard to particular cases should not affect their action, especially if such exceptions are to be made outside of the usual forms, and differ from a policy which has been carefully considered, and which should be faithfully maintained.

Indiscriminate almsgiving is now admitted to be the most prolific source of vagrancy and the petty forms of vice. Much has been gained in checking their increase in this city, by the new conditions imposed upon those seeking relief, and the systematic registry of their names and personal antecedents on the

books of the Board. Care is taken that the sensibilities of the most worthy should not be wounded in the days of their misfortune and want; at the same time, to prevent imposture, and not to increase the evil we seek to alleviate, each case is thoroughly investigated, and aid is afforded suited to its peculiar necessities. Large cities draw together the idle, the thriftless, the vicious. This class live, if they can, on the industrious and thrifty; they would be fed and warmed and clothed on means they do not earn; and as long as money or other assistance can be had for the mere asking, beggars will abound and multiply. It is hard for the benevolent heart to resist the appeal of the apparent sufferer; but if the party addressed has had no previous acquaintance with the case, and has no time to give it a personal investigation, it is more safe to abstain from giving, if he is satisfied that provision is elsewhere made for such a case, if it should be proved deserving.

To meet this want of our citizens, the Charity Bureau were organized; munificial relief and private charity supplement and act in unison with each other; and although it may be some years before our people will fully understand the system, the experience of every month satisfies us of the wisdom of the experiment. Begging should no longer be tolerated in our streets; means are at hand, or will be forthcoming, for every need. Let the people of Boston assist our public officers, aid the directors of the benevolent societies in the systematic distribution of the funds committed to their hands, and no meritorious person will suffer in our city.

In this connection, it is a source of gratification to be able to state, that the plan which has been inaugurated in Boston, of bringing the Overseers of the Poor and the private charitable organizations together in one building, has proved not only satisfactory to ourselves, but has received the warm encomiums of those interested in similar works in other large cities, not only in this country but in Europe. Since our edifice was erected, a

like enterprise has been started in London, and the Board has recently received from C. J. Ribton Turner, Esq., of that city some interesting documents, giving an account of the formation of a "Society for organizing Charitable Relief and Repressing Mendicity;" with a request that we should open a correspondence with them on these important subjects. The reports and speeches transmitted are of a highly instructive character, and give evidence that the philanthropists, as well as the students of political economy in that great metropolis of the world, have been going through an experience similar to our own, and are convinced of the necessity, not only of a closer co-operation between the dispensers of the public funds and the almoners of the benevolent societies, but that a more intimate intercourse with each other is desirable on the part of the societies themselves, for the public good. Several public meetings were held in London during the month of March, over which Lord Derby, the Earl of Shaftesbury, and other eminent men, presided. At one, at which Sir Michael Hicks Beach, M. P., was Chairman, he called particular attention to what had been done in Boston, by the erection of a building for the centralization of charitable agencies, and commended our system and plan to the favor of the British public. This gentleman had made a tour in the United States the previous year, and when he was in Boston investigating the character of our Institutions, visited our buildings and became impressed with the utility of the objects to which they were devoted.

As an evidence that the objects sought to be accomplished by the London organization are similar to our own, we make the following extract from one of their circulars: —

"*Society for Organizing Charitable Relief and Repressing Mendicity.*

"The object of this society is to afford a common centre to all the isolated and too often conflicting charitable forces at work

in this great metropolis, and to bring about co-operation amongst them without distinction of class or creed. It seeks to combat pauperism, the most pressing social danger of the time, by uniting all classes above that of the pauper, and all persuasions, in a general and organized attack upon its main causes, — the demoralization of the poor by indiscriminate charity; the increasing separation between the richer and poorer classes, the rich becoming richer, and the poor poorer; and the bad social and sanitary arrangements, which leave masses of the people in a condition worse than that of beasts, because it is accompanied by the conscious degradation of human beings.

"No isolated efforts, however wisely directed, can successfully combat these evils; the very fact of their isolation exposing them to cross and counteract each other.

"This society proposes to combine them all by local centres (District Committees) established in each Poor-law Union, connected with a general centre, the council at the central office. On the District Committee are represented all agencies and persons interested in the administration of charity within its district, who can thus intercommunicate information, lay down uniform principles to guide their action towards the poor, and concert the general remedial measures required in each locality. On the Central Council are represented all the District Committees, and the information gathered from all quarters is by it diffused over the whole area. By this organization, when fully carried out, it is hoped that no loop-hole will be left for imposture; no dark holes and corners of misery, disease, and corruption remain unvisited; no social sore-fester untouched by wise and gentle hands; no barrier of ignorance or selfish apathy stand unassailed between the rich and the poor; no difference of creed prevent unity of action in the common cause of humanity. The society therefore appeals to all — rich and poor, powerful and weak, learned and unlearned — to aid it, by contributing the fraction of time, intelligence, and means each can spare to the

service of all; and it urges each to remember, that the efficiency of an army does not depend on the individual strength of the units composing it, but on their combined and harmonious action or a well concerted plan."

In a review of the year, the Board are not aware of any special subject which requires the action of the city government; the several departments under their charge we believe are carefully administered, and give satisfaction to those most immediately interested.

The Treasurer's report will furnish the amount of the receipts and disbursements, and will also give an account of the permanent investments of the Trust Funds. The income from these funds has been increasing, thus affording an opportunity to add to the several amounts given to the pensioners. We are now paying to the recipients of the Pemberton Fund and the Fifty Associates Charity, forty dollars per year, the same sum that has been given heretofore to those who were on the Boylston Fund. Now, the beneficiaries are all on an equality so far as the sum received is concerned. We have also increased the number of individuals on each of the funds, so that each list is as full as the income will permit. When we consider that this class of beneficiaries are not paupers, and have seen better days, that all of them for many years have been inhabitants of the city, and that their poverty has not been caused by vice or improvidence, it is a most welcome task to add to their comforts in their old age. The number of pensioners aided by these trust funds is two hundred and ninety.

The Hon. David Sears, the founder of the Fifty Associates Charity, died, after a long illness, Jan. 14, 1871, in the eighty-fourth year of his age. The Board had the satisfaction of knowing from his own lips that their management of this fund had given him perfect satisfaction. He annually examined the condition of the investments, and the list of its beneficiaries, and bore cheerful testimony that the charitable object which he anticipated when it was founded, was being accomplished.

The Board took an appropriate notice of his decease, which was seconded by the action of the City Council.

During the year, we have received two anonymous donations of money, which have been added to the Pemberton, or General Fund. One was three hundred and fifty, and the other thirty dollars. Donations of this character to the Overseers of the Poor have been unusual of late years; but they indicate, small as the sums apparently are, that some of the citizens of Boston have a special interest in the wants of those who have a legal claim upon sympathy.

The project of erecting a new building for an almshouse for the settlement poor of Boston, has excited much public interest, and has received some consideration from the Board. The Board of Directors for Public Institutions, who have had the charge of this class of the poor who require a permanent home, as a branch of the House of Industry, have administered this trust with discretion and wisdom, and no fault can justly be found with their management; but as it is now proposed to erect a new and independent building for their accommodation, the opportunity occurs to consider the expediency of its erection in some other place than Deer Island. The popular idea of this Island is, that it is a penal establishment; and such are the associations connected with it, it will be hard to eradicate that sentiment, even if it is wrong in fact. To send the poor there, seems to confound the distinction between poverty and crime; and the fact is notorious that many persons will suffer, even to extreme destitution, rather than accept an asylum in that locality. It may be said that so humble a class have no right to have an opinion on such a subject; they are destitute, and have no influence, and must take the consequences. But common humanity rejects such an argument; this class of the poor are "bone of our bone, and flesh of our flesh," and should be treated with that tenderness which befits a prosperous and happy com-

munity. The fair fame of Boston cannot afford to be unjust or unkind to the humblest of its inhabitants.

This occasion should also be embraced to follow the plan already adopted with success by the Commonwealth for its own poor, of separating the worthy from the unworthy. While the first class, consisting of the respectable and virtuous, old and young, should be comfortably sheltered in a pleasant home, perhaps under the care of the overseers; the other class, the able-bodied vagrant and idler, should be made to labor under a system similar to the workhouse establishments of other cities.

Although from the organization of this Board it is not directly charged with the consideration of this subject, yet it has in many respects intimate relations with its peculiar duties, and hence its members felt justified in expressing their opinion in a series of resolutions, which were respectfully transmitted to the City Council.

The statistics of the Temporary Home do not differ materially from those of the previous year. In some respects there is an increase, and in others a decrease; but as a whole, it is about the same. The institution is now in good working order, and its affairs in a satisfactory condition. The personal history of the many waifs who for a time are sheltered under its roof, is often of much interest, and appeals to the sensibilities of the humane with a pathos which is more exciting than the pages of a romance. While the mass of those to whom single meals are furnished have little claim upon our sympathy, excepting so far as common humanity would relieve them from starvation; yet the many women and children who for a time are tenderly cared for by its matron and her assistants, is an evidence that such an institution was needed, and that the circle of Boston charities would not be complete if it had not an existence. During the year ending April 30, 1871, there were admitted to the Home 1,333 persons; of this number, 211 were Americans, and 645 foreigners, and 477 were children. Number of adoptions, 16;

lost children restored, 176; nurses furnished with situations, 40; persons found employment, 361; single meals furnished, 12,963; adults sent to Tewksbury, 50: children sent to Tewksbury, 21; persons sent to their friends, 165. There have been no births, and but five deaths.

The common routine of the official business of the Board has been as usual. The several applications on the part of guardians for leave to sell the real estate of their wards, have been considered, and when the circumstances of the case favored, the overseers have united in asking of the Judge of Probate for the requisite permission.

Four hundred and twenty-five new papers have been made out and filed for those seeking relief, making the total number now on the General Register, six thousand four hundred and seventy-one.

The expenditures of the Board have been within the appropriation, leaving a small balance to go into the sinking fund for the extinguishment of the city debt.

A good degree of harmony has existed in our counsels, and the year closes with a feeling that the department which has been placed under our charge by the city government, is in as satisfactory condition as at any previous time since its organization.

Respectfully submitted,

In behalf of the Board of Overseers of the Poor.

F. W. LINCOLN,
Chairman.

NOTE, — In the appendix to this report will be found, in addition to other matter, a brief statement of each of the organizations whose headquarters are inthe building.

REPORT OF THE OVERSEERS OF THE POOR.

To the Honorable the City Council of the City of Boston:

The Board of Overseers of the Poor of the said city, return the following statement of their Receipts and Expenditures for the year ending April 29, 1871: —

RECEIPTS:

Cash on hand, May 1st, 1870			$8,072 96
Drafts on City Treasurer, and requisitions for acct. of Temp. Home, . . .		$64,912 99	
Cash from 96 cities and towns, .		8,022 36	
" " State of Mass. for relief of sick, $5,086 06			
for burials, 2,916 00 .		8,002 06	
" from Occupants of Charity Building, for heating expenses		787 51	
" for burials, from sundry persons		27 00	
			$81,751 92

EXPENDITURES.

Amount paid for burials, ...	$2,552 24
" " 25 cities and towns and the State for relief of Boston poor . .	4,100 83
" " expenses City Temporary Home . . .	8,112 99
" " Pensions and grants at office, paid in money .	15,060 35
" " immediate relief of persons having no settlement . . .	374 00
Amount carried forward, . .	$30,200 41

Amount brought forward, . .	$30,200 41	
Amount paid for coal and wood, (853¼ tons coal, 16⅛ cords wood,) . . .	7,932 08	
" " for groceries . .	14,332 50	
" " salary of Secretary .	2,200 00	
" " " " Book-keeper .	1,650 00	
" " salaries of Clerks . .	1,105 00	
" " " " Visitors . .	3,600 00	
" " Office expenses (printing, stationery, &c.) . .	406 62	
" " transportation . .	75 14	
" " for account of Charity Building; (fuel, Engineer, Janitor, &c.) .	4,483 96	
" " for medical attendance in Dorchester . .	60 00	
" " old bill against town of Dorchester . .	29 00	
	$66,074 71	
*Cash paid City Treasurer during the year, being receipts from the state, cities and towns	15,483 01	
	$81,557 72	
Cash balance, April 29, 1871 . .	8,267 16	
		$89,824 88

*Receipts from cities and towns, 1 year to April 30, 1870,	7,480 95
" the State, 1 year to April 29, 1871,	8,002 06
	$15,483 01

Attest:

JOHN PRATT,

Secretary.

Expenditures on account of the City Temporary Home.

Groceries, provisions, &c.	$3,978 64
Fuel and gas	470 10
Furniture	443 90
Medicine	142 18
Repairs	181 47
Water rates	154 88
Stationery	32 20
Dry goods	251 88
Salaries	1,995 61
Sundries	429 33
Stolen	32 80
	$8,112 99

Expenditures on account of Charity Building.

Fuel		$1,582 50
Engineer, salary	1,300 00	
Sundries	126 27	
		$1,426 27
Janitor, salary	$1,095 00	
Expenses	68 75	
		$1,163 75
Water rates		$121 62
Watering streets		100 00
Furniture and repairs		66 72
Gas		23 10
		$4,483 96

(This includes cost of heating the Temporary Home, steam being supplied to both buildings from the same boilers.)

Number and description of persons aided during the year ending April 29, 1871.

604 having tax settlements in Boston; aided directly from this office.

339 having military settlements in Boston; aided directly from this office.

78 having tax settlements in Boston; aided in other parts of the State, and paid for by Boston.

44 having military settlements in Boston; aided in other parts of the State and paid for by Boston.

1,065 City Cases.

303 having settlements elsewhere in the State, amount of aid refunded to Boston.

411 sick State pauper; amount of aid refunded by the State.

93 non settlement cases temporarily aided.

1872 families, at an average of 3 to each family would be 5,616 persons.

Statement of Trust Funds in the hands of the Overseers of the Poor, April 29, 1871. OTIS NORCROSS, *Treasurer.*

	Pemberton or General Fund.		Boylston Education.		Boylston Relief.		Mason Fund.		Dexter Fund.		Jeffries Fund.		TOTAL.
U. S. 5-20 Treasury Bond, 6 per cent.	6	$1,450 00	2	$550 00	3	$300 00	6	$7,300 00	1	$100 00	.	. .	$9,700 00
State of Mass. Gold Bonds, 5 per cent.	2	2,000 00	2	2,000 00	.	. .	.	. .	.	. .	.	. .	4,000 00
City of Boston Currency Notes, 6 per cent.	22	43,900 00	22	52,600 00	9	10,800 00	1	709 80	½	500 00	1½	1,500	110,009 80
Old Boston National Bank Stock	57	2,850 00	27	1,350 00	.	. .	.	. .	.	. .	.	. .	4,200 00
Columbian " " "	.	. .	60	6,000 00	.	. .	.	. .	.	. .	.	. .	6,000 00
Globe " " "	19	1,900 00	30	3,000 00	11	1,100 00	.	. .	.	. .	.	. .	6,000 00
Market " " "	60	6,000 00	.	. .	.	. .	.	. .	.	. .	.	. .	6,000 00
Massachusetts " " "	46	11,500 00	9	2,250 00	12	3,000 00	.	. .	4	1,000 00	.	. .	17,750 00
New England " " "	50	5,000 00	.	. .	.	. .	.	. .	.	. .	.	. .	5,000 00
North " " "	9	882 00	16	1,608 00	.	. .	.	. .	.	. .	.	. .	2,490 00
State " " "	60	6,000 00	.	. .	.	. .	.	. .	.	. .	.	. .	6,000 00
Tremont " " "	47	4,700 00	13	1,300 00	.	. .	.	. .	.	. .	.	. .	6,000 00
Union " " "	32	3,200 00	.	. .	28	2,800 00	.	. .	.	. .	.	. .	6,000 00
Washington " " "	60	60,000 00	.	. .	.	. .	.	. .	.	. .	.	. .	6,000 00
Investments		$95,382 00		$70,658 00		$18,000 00		$8,009 80		$1,600 00		$1,500 00	$195,149 80
Cash		203 94		287 33		634 42		. .		273 68		151 31	1,550 68
Total		$95,585 94		$70,945 33		$18,634 42		$8,009 80		$1,873 68		$1,651 31	$196,700 48
Total, April 30, 1870		$93,444 76		$66,484 49		$18,446 42		$8,009 80		$1,776 01		$1,561 31	$189,722 79
Increase		$2,141 18		$4,460 84		$188 00		. .		$97 67		$90 00	$6,977 69

TRUST FUNDS. — *Cash Account May* 1, 1870, *to April* 29, 1871.

	PEMBERTON FUND.		BOYLSTON EDUCATION FUND.		BOYLSTON RELIEF FUND.		MASON FUND.		DEXTER FUND.		JEFFRIES FUND.		TOTAL.
	Receipts.	Payments.	Receipts.	Payments.	Receipts.	Payments.	Receipts.	Payments.	Receipts.	Payments.	Receipts.	Payments.	
Cash, May 1, 1870	$562 76	....	$326 49	....	$446 42	....	....	....	....	....	61 31	....	$1,572 99
Bank dividends	4,853 00	....	1,561 00	....	690 00	....	....	....	100 00	....	....	....	
Interest on city notes	2,529 00	....	2,961 00	....	648 00	....	$42 58	....	30 00	....	90 00	....	
Interest on State bonds, and premium on gold	112 50	....	112 50	....	....	....	....	....	....	....	....	....	14,756 33
Interest on U. S. bonds, and premium on gold	96 68	....	36 67	....	20 00	....	486 73	....	6 67	....	....	....	
Donations	380 00	....	....	....	....	....	....	....	....	....	....	....	
													$16,329 32
Payments:													
Investments	....	2,500 00	....	4,500 00	....	....	....	....	....	....	....	....	
Back interest on note	....	....	....	2 33	....	....	....	....	....	....	....	....	
Pensions	....	5,830 00	....	....	....	$1,170 00	....	....	....	....	....	....	
Board at Farm School	....	....	....	208 00	....	....	....	....	....	....	....	....	14,778 64
Paid directors of public institutions for account of chaplain's salary	....	....	....	....	....	....	....	$529 31	....	....	....	....	
Coal	....	....	....	....	....	....	....	....	....	$39 00	....	....	
Totals	8,533 94	8,330 00	$4,997 66	$4,710 33	$1.804 42	1,170 00	$529 31	$529 31	$312 68	$39 00	$151 31	....	
Cash on hand April 29, 1871	....	$203 94	....	$287 33	....	$634 42	....	....	....	$273 68	....	$151 31	$1,550 68

FIFTY ASSOCIATES CHARITY.

Ledger Balances.		*April* 29, 1871.	
12 shares Fifty Associates Corporation Stock	$12,300 00	Capital	$37,965 61
8 City of Boston notes	26,000 00	Relief	557 97
Cash	223 58		
	$38,523 58		$38,523 58

FIFTY ASSOCIATES CHARITY.

Cash Account, May 1, 1870 *to April* 29, 1871.

Cash, May 1, 1870		$638 28
Receipts.		
From 50 Associates Corporation	$18,990 59	
Divid. on 12 Shares 50 Assoc. Stock	1,200 00	
Interest on city notes	1,290 00	$21,480 59
		$22,118 87
Payments: Investments	$9,000 00	
Pensions	3,400 00	
Searstan Charter House, half receipts from 50 Associates Corporation	$9,495 29	21,895 29
Cash, April 29, 1871		$223 58

SEARSTAN CHARTER HOUSE.

Ledger Balances.		*April* 29, 1871.	
Real Estate, gift in trust, . . .	$0.000 00	Capital	$29,332 46
Construction and improvements. . .	29,332 46	Current expense fund	3,984 34
City of Boston Notes .	18,000 00	Perm't Charter House Fund. . . .	10,053 64
Cash	229 54	Personal deposit. D. Sears . . .	3,933 23
		Income . . .	258 33
	$47,562 00		$47,562 00

SEARSTAN CHARTER HOUSE.

Cash Account, May 1, 1870, *to April* 29, 1871.

Receipts.		
From Fifty Associates Charity, one-half their Receipts from Fifty Associates Corporation	$9,495 29	
Interest on city notes	750 00	$10,245 29
Payments.		
Amount borrowed as per last report . . .	$4 08	
Investments	10,000 00	
Back interest on note bought	11 67	$10,015 75
Cash, April 29, 1871		$229 54

Trust Funds in the hands of the Overseers of the Poor: Pemberton Fund. This fund comprises bequests made to the city of Boston, from 1760 to the present time, from "A. B.", Daniel Oliver, Margaret Blackader, Alice Quick, Anne Wheelwright, Mary Ireland, Benjamin Pemberton, Martha Stevens, Mrs. H. Driscoll, William Breed, Samuel Elliott, John Coffin Jones and Mary Belknap; and donations received during the past year, from two persons who did not give their names. The most important, however, of the bequests, was from Benjamin Pemberton, Esq., whose will was proved June 25, 1782; and for that reason his name has been given to the fund. The income of this fund is to be expended, at the discretion of the overseers, in semi-annual payments to the poor of this city.

Boylston Education and Relief Funds. These funds were from a bequest by John Boylston, who died in London, England. His will was proved June 12, 1795. One portion of the bequest is ordered to be paid to "poor and decayed householders "of the Town of Boston," "not under fifty years of age"; "persons of good character, and reduced by the acts of Providence, not by indolence, extravagance or other vice." The other portion to be applied to the "nurture and instruction of poor orphans and deserted children of the Town of Boston, until fourteen years of age."

Mason Fund — Was a bequest from Jonathan Mason, by will dated July 15, 1798, interest to be paid annually to the chaplain of the almshouse or workhouse, interest to be added until one is appointed. The interest is now paid semi-annually towards the salary of the Chaplain of the House of Industry.

Dexter Fund — Was a bequest from Samuel Dexter, by will dated May 7, 1811, for supplying firewood or coal to such objects of charity as are not supported in the almshouse, though sometimes relieved by the Overseers of the Poor.

Jeffries Fund—Was a bequest by David Jeffries, former Town Treasurer. Will dated January, 1786. Income to be applied to the purchase of tea, coffee, chocolate and sugar, for the refreshment of those persons, who, in the providence of God, are or shall be obliged to seek refuge in the almshouse, after having lived reputably, but always giving preference to the pious poor.

Fifty Associates Charity and Searstan Charter House, are funds contributed by the Hon. David Sears, for the relief of the poor.

OVERSEERS OF THE POOR, 1871.

[One-third of the Board is chosen annually by the City Council.]

For One Year.

JAMES L. LITTLE, THOMAS BLASLAND,
FRANCIS E. PARKER, GEORGE FABYAN.

For Two Years.

F. W. LINCOLN, *Chairman*, PHINEAS M. CRANE,
JOSEPH BUCKLEY, THOMAS F. TEMPLE.

For Three Years.

THOMAS C. AMORY, SAMUEL B. CRUFT,
IRA ALLEN, JOHN O'BRIEN.

OTIS NORCROSS, *Treasurer*,
JOHN PRATT, *Secretary*.

The Board meet on the first Monday of every month, at their office in Charity Building.

The Overseers of the Poor are likewise incorporated as a Board of Trustees of John Boylston's and other charitable funds, left for the assistance of persons of good character and advanced age, "who have been reduced by misfortune to indigence and want."

COMMITTEES.

Investigation and Relief.

Messrs. Lincoln, Amory, Fabyan, Crane and Temple.

Finance and Accounts.

Messrs. Parker, Little and Cruft.

Employment and Settlements.

Messrs. Amory, Blasland, O'Brien and Temple.

Supplies.

Messrs. Little, Buckley and Cruft.

Temporary Home.

Messrs. Buckley, Allen and Fabyan.

Building.

Messrs. Amory, Buckley and Parker, and the Chairman of the Board, *ex officio.*

SEARSTAN CHARTER HOUSE.

Chairman and Governor, ... F. W. Lincoln.
Directors, . Messrs. Lincoln, Buckley, Little, Blasland and Allen.
Treasurer, ... Otis Norcross.
Clerk and Recorder, ... John Pratt.

APPENDIX.

Overseers of the Poor were first chosen in Boston in 1691.

MEMBERS OF THE BOARD FROM ITS RE-ORGANIZATION IN 1864.

Board of 1864–65.

Joseph Buckley, Loring Lothrop, Ebenezer Atkins,
Francis E. Parker, William R. Lawrence, John W. Warren,
Martin Griffin, Thomas C. Amory, jr., Joel Richards,
Samuel Newmarch, William B. Spooner,
Robert C. Winthrop, *Chairman.* John Pratt, *Secretary.*
John W. Warren, *Treasurer* to January, 1865.
Otis Norcross, *Treasurer* from January, 1865.

Board of 1865–66.

Joseph Buckley, Loring Lothrop, Ebenezer Atkins,
Francis E. Parker, Wm. R. Lawrence, * John W. Warren,
Martin Griffin, Thomas C. Amory, jr., Joel Richards.
William B. Spooner, James L. Little, † George S. Hale.
Robert C. Winthrop, *Chairman.* John Pratt, *Secretary.*
Otis Norcross, *Treasurer.*

Board of 1866–67.

Joseph Buckley, Loring Lothrop, Thos. C. Amory, jr.
Francis E. Parker, Martin Griffin, George S. Hale.
Joel Richards, ‡ Wm. B. Spooner, Thomas Blasland,
James L. Little, Ebenezer Atkins,
Joseph T. Bailey, †
Robert C. Winthrop, *Chairman.* John Pratt, *Secretary.*
Otis Norcross, *Treasurer.*

Board of 1867–68.

Joseph Buckley, Loring Lothrop, Ebenezer Atkins, §
Francis E Parker, Martin Griffin, Thos. C. Amory, jr.,
William B. Spooner, George S. Hale, James L. Little,
Thomas Blasland. Chas. R. McLean, ‖ Joseph T. Bailey.

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* Till November. † From November. ‡ Part of the year.
§ Died, December 31. ‖ Succeeded Mr. Atkins.

Robert C. Winthrop, *Chairman* (resigned in May).
Frederic W. Lincoln, jr., (*Chairman* from June).
John Pratt, *Secretary*. Otis Norcross, *Treasurer*.

BOARD OF 1868–69.

Joseph Buckley, Loring Lothrop, George S. Hale,
Martin Griffin, Thomas C. Amory, Joseph T. Bailey,
James L. Little, Thomas Blasland, Ira Allen,
Charles R. McLean, Francis E. Parker,
Frederic W. Lincoln, jr., *Chairman*.
John Pratt, *Secretary*. Otis Norcross, *Treasurer*.

BOARD OF 1869–70.

Joseph Buckley, Loring Lothrop, George Fabyan.
Thomas C. Amory, George S. Hale, James L. Little,
Thomas Blasland, Joseph T. Bailey, Charles R. McLean,
Ira Allen, Francis E. Parker,
Frederic W. Lincoln, jr., *Chairman*.
John Pratt, *Secretary*. Otis Norcross, *Treasurer*.

BOARD OF 1870–71.

Joseph Buckley, Francis E. Parker, Thomas Blasland,
George S. Hale, James L. Little, George Fabyan,
Joseph T. Bailey, Ira Allen, Thomas F. Temple.
Phineas M. Crane, Thomas C. Amory,
Frederic W. Lincoln, jr., *Chairman*.
John Pratt, *Secretary*. Otis Norcross, *Treasurer*.

BOARD OF 1871–72.

Joseph Buckley, Francis E. Parker, Thomas Blasland,
James L. Little, Ira Allen, Thos. F. Temple,
George Fabyan, Phineas M. Crane, John O'Brien.
Samuel B. Cruft, Thomas C. Amory,
Frederic W. Lincoln, *Chairman*
John Pratt, *Secretary*. Otis Norcross, *Treasurer*.

DAVID SEARS.

At a special meeting of the Overseers of the Poor, held at their office, Charity Building, Tuesday, January 17, 1871, the following resolutions were adopted: —

Resolved, That this Board, trustees of large funds created by our late lamented fellow-citizen, the Hon. David Sears, feel constrained, now that his long and honored life is ended, to express our respect for the wise generosity which prompted him in the prime and vigor of his manhood to set apart a portion of his substance for the benefit of those less favored. His private benefactions, if commensurate with his ample means, and bestowed with that thoughtful consideration for others which he evinced in all his private relations, were without ostentation, and have another record; but in behalf of the beneficiaries of his public charities, we bear just and willing tribute to that profound sense of religious obligation which had provided for the poor of this city, and especially for those who, having seen better days, may come to want, a perennial and ever-increasing source of relief and comfort.

Resolved, That we testify our regard for his memory by attending his funeral, and that a copy of these resolutions be transmitted to his family, with our condolence in their bereavement.

Voted, That these resolves be also communicated to the Mayor, for such action as he may deem expedient.

OFFICE OF OVERSEERS OF THE POOR,
BOSTON, January 20, 1871.

To His Honor William Gaston, Mayor of the City of Boston:

Dear Sir, — It is my official duty, in accordance with a vote of the Board of Overseers of the Poor, to transmit to you the inclosed resolutions which were passed by the Board, as a token of respect to the memory of the late Hon. David Sears.

Mr. Sears, through a long and honored career as a citizen of Boston, ever evinced a warm interest in its prosperity. Public spirited and liberal in those enterprises or works of philanthropy which commended themselves to his judgment while living, he has now departed, leaving, however, a memorial of his interest in the poor and suffering, which demands our grateful remembrance.

Making the city authorities the almoners of his charity, through one of its departments, he had the satisfaction of witnessing its successful adminstration before he died; and we cannot but hope that the trust thus committed to its officials will be sacredly preserved, and will be a constant source of comfort and succor to those unfortunate ones who necessarily must ever form a large class of the inhabitants of a great city.

The Board of Overseers, feeling that the City Council would gladly unite in paying this tribute of respect to the memory of one of our own most eminent citizens, take this method of informing it of their action in the matter.

Very truly yours,
F. W. LINCOLN, JR.,
Chairman.

CITY OF BOSTON.

PROCEEDINGS OF THE BOARD OF ALDERMEN, January 23, 1871.

RESOLVES CONCERNING THE LATE HON. DAVID SEARS.

THE FOLLOWING PAPERS WERE LAID BEFORE THE BOARD:

EXECUTIVE DEPARTMENT, CITY HALL,
BOSTON, Jan. 23, 1871.

To the City Council of Boston:

Gentlemen, — I transmit herewith a letter from Hon. Frederic W. Lincoln, jr., inclosing resolutions passed by the Overseers of the Poor, fitly expressing their high appreciation of the life and services of the late Hon. David Sears, and rendering a just tribute to his memory

Fully agreeing with Mr. Lincoln in his estimate of the character and services of Mr. Sears, and believing the death of so distinguished and useful a citizen to be a calamity of such importance as to require public notice, I respectfully recommend that the City Council take some appropriate action for the purpose of expressing their profound sense of the loss which the community has sustained by his death, and their great respect for his character and memory.

WILLIAM GASTON, *Mayor.*

The foregoing papers having been read, Alderman Talbot offered the following resolution and order: —

Resolved, That the City Council of Boston cannot fail to acknowledge the loss which this community has sustained in the death of its

distinguished citizen, Hon. David Sears, whose unostentatious generosity has for years contributed so largely both to the temporary and to the permanent alleviation of the condition of the poor of Boston.

Ordered, That, as a mark of regard for the memory and services of Mr. Sears, the communication and resolves of the Overseers of the Poor, which were suggested by his decease, be entered at length on the journals of both branches of the City Council.

The resolution and order were passed.

BOSTON, January 20, 1871.

To the Family of the late Hon. David Sears:

At a special meeting of the Board of Overseers of the Poor, held on the day appropriated to the funeral services of the late Mr. Sears, the enclosed resolutions were unanimously adopted:

In transmitting them to you, allow me to express the personal grief of the members, and their heartfelt sympathy with his immediate friends, and this community, in the loss which has been sustained by the decease of this venerated and eminent citizen.

For many years identified with most of the important interests of Boston, always feeling and actively sharing in the grave responsibilities befitting the citizenship of a great and growing city, the example of his life and career was a public blessing, and his death a public calamity. His personal relations with those members of the Board more immediately charged with the administration of his trust for the benefit of the poor, were always harmonious and fraternal. Having had the benefit of his counsel, and catching the spirit which prompted the gift, it will be our endeavor to carry out his wishes, trusting that our successors, through many generations, will follow in the path already marked out.

The poor, who in their necessity will be personally benefited by his timely charity, will hold him in grateful remembrance, while all classes will reverence his memory as one of Boston's benefactors.

With the expression of my own sympathy and condolence in this bereavement,

I remain yours, very truly,

F. W. LINCOLN, JR., *Chairman.*

JANUARY 23, 1871.

To the Chairman of the Overseers of the Poor:

Dear Sir, — I wish to acknowledge the receipt of the Resolutions passed by the Overseers of the Poor in reference to my late father, and also the sympathetic and very kind letter of the chairman accompanying them. They have been read by the family of the late David Sears with much emotion, and they, one and all, join with me in expressing deep-felt thanks.

I am, very truly yours,

DAVID SEARS.

F. W. LINCOLN, JR., Esq., *Chairman.*

ALMSHOUSE.

At a Special Meeting of the Overseers of the Poor, held January 9th, 1871, the following resolution was passed: —

Resolved, That the Chairman be requested respectfully to represent to the City Council, that in the opinion of this Board, it is desirable that the situation of the proposed Home for the Poor should be such as to avoid any actual or supposed association, between the provision made for the relief of the deserving poor, and the punishment of offenders against the law; and to mitigate, so far as the proper regulation and management of such an Institution will permit, the separation of its inmates from their kindred, homes and friends.

And that, in their opinion, in view of these considerations, Deer Island is not a suitable place for such an Institution.

In addition to the Overseers of the Poor and the City Physician, the following societies have rooms in Charity Building: —

Boston Provident Association.
Industrial Aid Society.
Massachusetts Soldiers' Fund.
Boston Soldiers' Fund.
Boston Sewing Circle.
Ladies' Relief Agency.
Young Men's Benevolent Society.

Some account of each of these societies will be found on the following pages: —

BOSTON PROVIDENT ASSOCIATION.

ORGANIZED 1851; INCORPORATED 1854.

The organization of this Association extends over the whole city which is divided into 12 districts, which are subdivided into 167 sections, for each of which a Visitor is appointed, whose duty it is to attend to every applicant for relief within its limits. The Association issues its directory annually, in October, giving its classified lists of visitors, sections, streets, how to direct applicants, &c., &c.

This Association is the only one in Boston which gives away clothing to any considerable extent on the orders of its visitors; not cast-off clothing only, but new garments, for the most part. It makes no discrimination on account of creed, color, or nationality.

The payment of not less than one dollar constitutes membership; this plan is adopted to secure the co-operation of every citizen. Tickets will be furnished to members at any time, on application at the Central Office. Subscriptions may be sent to the treasurer, or to the General Agent. Communications should be addressed to the General Agent.

The Office hours are from 9 till 2, and from 3 till 5 o'clock; in summer, from 9 till 1 only.

The Annual Meeting is held on the third Wednesday in May. The amount expended during the past year by the visitors, for coal and groceries, was $8,335.55; expended for garments, shoes, etc., distributed, $1,819.35; estimated value of donated goods distributed, $1,791; paid from central office in wages, rent, etc., to needlewomen, being received from private sources, $2,110; number of American families aided, 664; foreign, 1,543—total, $2,207; American persons in these families, 1,927; foreign, 4,915—total, 6,842; visits made by the visitors, 6,078; orders received from visitors for boots, shoes, and clothing, and filled from the central office, 1,453. Officers for the ensuing year:—

President. Hon. Robert C. Winthrop.

Vice-Presidents. Hon. Jacob Sleeper; James M. Beebe, Esq.;

Rev. S. K. Lothrop, D. D.; Hon. Albert Fearing; Rev. J. T. Sargent.

Executive Committee. Hon. Francis E. Parker; M. C. Greene, M. D.; Francis Minot, M. D.; Charles D. Homans, M. D.; Algernon Coolidge, M. D.

Auditor. Charles H. Fiske, 20 State street.

Secretary. William Hedge, 35 Court street.

Treasurer. Edward Jackson, 24 Franklin street.

General Agent. A. G. Goodwin; assistant, Miss E. S. Nesbitt.

INDUSTRIAL AID SOCIETY, MAY, 1871.

This society was established thirty-five years since, on the plan of prevention of pauperism, by timely advice and assistance, and procuring employment, and thus saving the annoyance of street and house begging, and the additional cost to the city and state, as well as to individuals, by any increase of the pauper class. An examination of the records, or a few weeks experience will show that the public and the tax-payers are thus relieved, and that individuals are benefited continually. If *all* are not employed, or aided to become self supporting, it is because they will not accept of it, or will not remain at the places found for them. It is therefore necessary to refuse aid in some cases, and allow the pressure of poverty to cure indolence. The object is, however, to prevent or cure poverty and crime as much as possible, also to detect imposters. To this end, we co-operate with the other societies in the Charity Building. The mere statement of the great number of applicants testifies to the amount of work done, for a great many of these applicants have already been aided, and others would not come, unless they had good reason to believe we were willing and able to assist them.

For the year 1869 and 1870, to October 1, the number of applicants were	6,468	
For the subsequent six months . . .	3,215	
		9,683

During this period of a year and six months, places were found for 3,288, besides aid given in various ways; one of which, is the return of persons to their homes in Europe, who were unable to work, or not able to succeed here. It is difficult to describe the work of the society, as there are so many different cases; no charge is made to any applicant for services rendered, and many are furnished with writing materials and stamps to answer advertisments, and for writing to their friends, and in various other ways, we aid those who desire to help themselves. The work is constant throughout the year, allowing no time for vacation while the subscriptions and resources of the society are inadequate, though they have been increased somewhat by two or three timely legacies.

Much good might be accomplished by sending boys in to the country upon farms, or to learn trades, if the means were furnished to pay their fares, or a working suit of clothes, and the number of boys that apply yearly is over sixteen hundred.

A new enterprise has recently been organized under the auspices of this society, which is the importation of Swedish domestics and laborers. This is successful, and they make the best of citizens. It will supply, in part, a want much felt in the community, — that of good female domestics.

OFFICERS OF THE SOCIETY, 1870–71.

President, Thomas Hollis.

Vice Presidents, Andrew Bigelow, Albert Fearing, Lewis E. Caswell, Andrew Cushing.

Secretary, Samuel B. Cruft.

Treasurer, C. H. P. Plympton.

General Agent, Edward Winslow.

Directors, John P. Robinson, David Pike, Luman Boyden, Edwin J. Gerry, George F. Bigelow, D. Waldo Salisbury, George H. Lane, John Pratt, Dr. Samuel A. Green, Joseph E. Barry, William P. Tilden, Samuel Condon, Thomas C. Amory.

Executive Committee, Thomas Hollis, Samuel B. Cruft, George F. Bigelow, John P. Robinson, Andrew Cushing.

All communications to be addressed to General Agent, at Bureau of Charity, Chardon Street.

Subscriptions and donations of money may be sent to General Agent as above, or to the Treasurer, 26 Kilby Street.

MASSACHUSETTS SOLDIERS' FUND.

This fund was organized almost simultaneously with the breaking out of the war. Gov. Andrew was its first president. The funds were collected from benevolent individuals in various parts of the State. A large committee was chosen in various cities and towns, to look after the interests of the institution. It was denominated "The Committee of 100"— that being the number chosen. From that board an executive committee is chosen to carry on its financial operations.

This committee has never suspended its operations since the inauguration of the fund; and up to the present time, seventy-eight thousand dollars, at least, have been expended for the benefit of the soldiers and their families. This amount exceeds the original contribution; but the careful management of its present treasurer, Hon. S. H. Walley, has added much to the income of the fund. Relief has been extended to thousands of persons, many of whom are maimed for life, — also to widows and orphans. And though the grants at any one time have been generally small, yet they have greatly relieved utter destitution, and in many cases have saved them from what is greatly dreaded by many, the Public Institutions.

The present members of the Executive Committee are, Hon. R. C. Winthrop, Hon. F. W. Lincoln, Hon. H. G. Hutchins, Hon. Frank B. Fay, Geo. Wm. Bond, Esq.

THE BOSTON SOLDIERS' FUND ASSOCIATION.

This fund was organized in the summer of 1862, when the rebellion was at its height. The original draft for the collection of money reads as follows: "Boston Common, Aug. 18, 1862. In consideration that the Wards of the city of Boston will contribute to the prosecution of the war for the restoration of the country in proportions equal to their means, whether in men or in money, and that the Wards which are most able to furnish men are not all able to contribute to the same extent in money. In consideration, also, that it is the duty of every citizen, according to his ability, to aid those now fighting or about to fight for our common safety, and especially those representing in the field our own city," &c. — then follows a proposition to the citizens. "The Ward Committees shall constitute a general committee, which shall meet, and voting by Wards, shall elect a body of trustees, consisting of two from each Ward, who shall be authorized to choose a treasurer, for the safe keeping of the funds collected, and for their distribution, in such sums and at such times as each particular case of death, ill health or injury to the soldier, or the wants of those dependent on him may demand."

The above plan was carried out in ten of the Wards of the city (Wards 10 and 11 declining to unite with the other Wards), and quite a large amount was collected and invested. This, of course, was before the annexation of Roxbury and Dorchester. Officers were chosen in all the Wards uniting in the fund, and relief has been granted to widows, orphans, soldiers, and others having a claim on the fund. The amount of money bestowed upon the above named, from the date of the organization of the fund, to the present time, is $74,944.00. The Institution is still in active operation, and thousands of those who enlisted for the salvation of the country have been aided from time to time, thus saving them from actual want, and also many from being a charge to the city.

OFFICERS OF THE BOSTON SOLDIERS' FUND ASSOCIATION.

President, E. T. Wilson.

Treasurer, Samuel H. Walley.

Secretary, Martin Brimmer.

General Agent, B. H. Greene.

Executive Committee, E. T. Wilson, Thomas C. Amory, Patrick Donahoe, John F. Pray, Robert Marsh, Eben Jackson, Otis Rich.

BOSTON SEWING CIRCLE,

The Boston Sewing Circle was established in 1862, to supply clothing to the Sanitary Commission. Funds were raised for materials by private subscription, and the work was cut and sewing done by ladies, or by those whom they paid for doing it. Not less than ten thousand articles were sent from the Circle to the Sanitary Commission each year of the war.

For three years after the war, the clothing made by the Circle was sent to the white schools and some charitable institutions at the South. It is now given to charity schools, and well-esteemed institutions in Boston and its neighborhood.

The sewing for the last year has been done by respectable poor women of Boston, who are paid by ladies who take the work from the Circle, in order to give them employment. From eight to nine thousand articles are made each winter.

During the past year, clothing has been sent to the following societies and institutions: —

Old Ladies' Home, Little Sisters, Carney Hospital, Infants' Hospital, Provident Association, Ladies' Relief Agency, City Missionaries, Mrs. Gwynne's Home for Destitute Children, Families at Gloucester of Shipwrecked Fishermen, North End Mission. Seven boxes to the French, five of them through the Boston Fair, four or five boxes to the South, a great quantity of clothing to subscribers and lady cutters of the Circle for their poor.

OFFICERS OF THE SOCIETY.

President, Mrs. George Ticknor.

Vice Presidents, Miss A. Wigglesworth, Miss S. Dorr, Miss I. E. Loring.

Treasurer, Mrs. J. C. Hooker.

THE LADIES' RELIEF AGENCY,

Though not connected with the city society — receiving no other aid from the city than the rental of its rooms, 36 and 37, in the building (its operations being sustained by private benevolence) is truly a Helping-hand association to the other departments of charity in the bureau. An average of at least twenty applicants daily are received at its rooms, and many cases of need are brought to our knowledge through the personal visitation of its agent, and welcome aid given in providing employment where it is possible to do so. It has spared no pains in effort to follow up and personally benefit every applicant in any degree worthy or hopeful, and in obtaining information regarding cases at all doubtful.

More than $2,000 from this private source has been distributed through the winter, and $300 paid for the making of garments, afterward given to the most needy.

OFFICERS OF THE LADIES' RELIEF AGENCY.

President, Mrs. G. H. Shaw.

Treasurer, Mrs. E. D. Peters.

Secretary, Miss C. Harmon.

YOUNG MEN'S BENEVOLENT SOCIETY.

[Organized 1827.]

This society, from the character of its organization, does not require a permanent room, its officers relieving those needy persons in the districts in which their own homes or places of business are situated.

The society, however, occupies a room in the Charity Building for its annual and special meetings, and for the monthly meetings of the Standing Committee.

It distributes charity to the amount of about two thousand dollars per year, in fuel, groceries, shoes, rent, &c. Its beneficiaries are the better class of American poor, who, on account of sickness or other calamity need temporary assistance, and whose justifiable pride prevents them from seeking relief from the public funds, or from other large organizations.

It endeavors, as its name indicates, to induce the young men of the city to join its ranks and become annual subscribers, and it takes special interest in relieving the misfortunes of any of this class who by reason of illness require sympathy.

In addition to the amount contributed by its annual membership, it receives generous contributions from a number of benevolent gentlemen and ladies, who appreciate its peculiar work, and have confidence in its management.

OFFICERS OF THE YOUNG MEN'S BENEVOLENT SOCIETY.

President, George W. Wales, 142 Beacon street.

Secretary, Jacob H. Lombard, 13 Lewis wharf.

Treasurer, Frederic W. Lincoln, 126 Commercial street.

Auditors, Arthur Wm. Hobart, Martin L. Bradford.

Standing Committee: District No. 1. William P. Howard, 396 Hanover street, corner of Charter street. 2. Charles A. Turner, 364 Hanover street. 3. Emery Souther, Green street, corner of Lyman street. 4. William A. Haskell, 124 Hanover street. 5. Thomas Gaffield, 54 Allen street. 6. Ashel Boyden, Joy street, corner of Myrtle street. 7. S. A. Stetson, 352 Washington street. 8. Frederick H. Nazro, 121 Pearl street. 9. William H. Brewer, 270 Broad street. 10. Geo. F. Bigelow, M. D., 33 Essex street. 11. S. A. D. Shepard, corner Dover and Washington street. 12, John Capen, 5 Worcester square.

Henry Bowen, Collector, 176 Washington street.

City Document.—No. 46.

CITY OF BOSTON.

EXTENSION

OF

PORTLAND STREET,

FROM

HANOVER STREET TO DOCK SQUARE.

1871.

CITY OF BOSTON.

IN BOARD OF STREET COMMISSIONERS, June 10, 1871.

Resolved, That the safety and convenience of the inhabitants of the city require that Portland street should be extended southwardly, about sixty feet in width, to meet the extension of Devonshire street at Dock square, and for that purpose it is necessary to take and lay out as a public street or way of the said city, a parcel of land belonging to the HEIRS OF SAMUEL WHITWELL, ALEX. THOMAS, Attorney — bounded as follows, viz: — northeastwardly by the northeasterly line of the proposed extension of Portland street, there measuring one hundred forty and $\frac{82}{100}$ feet; southeastwardly by land hereinafter described as taken from Samuel Stillman and wife, trustees, and others, twenty-eight and $\frac{50}{100}$ feet; southwestwardly by Elm street, seventy-three and $\frac{8}{100}$ feet; northwestwardly by land hereinafter described as taken from B. F. Edmands and J. J. Rayner, trustees, being an irregular line, sixty-one and $\frac{48}{100}$ feet; southwardly by the same, thirteen and $\frac{10}{100}$ feet; westwardly by the same, thirty-four and $\frac{72}{100}$ feet; and again northwestwardly by Hanover street, twenty-nine and $\frac{90}{100}$ feet; containing sixty-one hundred and eight square feet, more or less.

A parcel of land belonging to BENJAMIN F. EDMANDS and JOHN J. RAYNER, Trustees, bounded as follows, viz: — southwestwardly by the southwesterly line of the proposed extension of Portland street, there measuring seventy-one and $\frac{35}{100}$ feet; northwestwardly by the same, being a curved line, thirteen and $\frac{6}{100}$ feet; southwestwardly again by Elm street,

eleven and $\frac{55}{100}$ feet; southeastwardly by land before described as taken from the heirs of Samuel Whitwell, being an irregular line, sixty-one and $\frac{48}{100}$ feet; northwardly by the same, thirteen and $\frac{10}{100}$ feet; eastwardly by the same, thirty-four and $\frac{72}{100}$ feet; and northwestwardly by Hanover street, thirty and $\frac{20}{100}$ feet; containing eighteen hundred square feet, more or less.

A parcel of land belonging to SAMUEL STILLMAN AND WIFE, trustees, and the HEIRS OF SARAH HUGHES, bounded as follows, viz: northeastwardly by the northeasterly line of the proposed extension of Portland street, there measuring fifty-four and $\frac{50}{100}$ feet; southwestwardly by Elm street, fifty and $\frac{35}{100}$ feet; and northwestwardly by land before described as taken from the heirs of Samuel Whitwell, twenty eight and $\frac{50}{100}$ feet; containing seven hundred and ten square feet, more or less.

A parcel of land belonging to the FIFTY ASSOCIATES, bounded as follows, viz: southwestwardly by the southwesterly line of the proposed extension of Portland street, there measuring one hundred forty-one and $\frac{54}{100}$ feet; northeastwardly by Elm street, sixty-nine and $\frac{20}{100}$ feet; southeastwardly by land hereinafter described as taken from the Fifty Associates, trustees, sixteen feet; and eastwardly by the same, seventy-six and $\frac{50}{100}$ feet, containing two thousand two hundred and ninety-one square feet, more or less.

A parcel of land belonging to the FIFTY ASSOCIATES, trustees, bounded as follows, viz: northwestwardly by land before described as taken from the Fifty Associates, there measuring sixteen feet; westwardly by the same, seventy-six and $\frac{50}{100}$ feet; southwestwardly by the southwesterly line of the proposed extension of Portland street, four and $\frac{48}{100}$ feet; westwardly by the westerly line of said proposed extension, one hundred forty-seven and $\frac{30}{100}$ feet; southwardly by Brattle street, being an irregular line, sixty-one and $\frac{6}{100}$ feet; eastwardly by the easterly line of the proposed extension of Portland street, one hundred and sixty-seven feet; northeastwardly by the northeasterly line

of the said proposed extension, sixty-two and $\frac{21}{100}$ feet; and again northeastwardly by Elm street, forty and $\frac{65}{100}$ feet; containing thirteen thousand four hundred and forty square feet, more or less.

A parcel of land belonging to the HEIRS OF EDWARD TUCKERMAN, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Portland street, being a curved line, there measuring fifty-eight and $\frac{25}{100}$ feet; southwardly by Washington street, seventy and $\frac{85}{100}$ feet; eastwardly by Dock square, being an irregular line, seventeen and $\frac{53}{100}$ feet; and northwardly by Brattle street, sixty-nine and $\frac{95}{100}$ feet; containing fourteen hundred and fifty-nine square feet, more or less.

And whereas, due notice has been given of the intention of this Board to take the said parcels of land for the purpose aforesaid, as appears by the return hereunto annexed, *It is therefore ordered*, That the parcels of land before described be, and the same hereby are, taken and laid out as a public street or way of the said city, according to a plan of the said extension made by Thomas W. Davis, City Surveyor, dated March 21, 1871, and deposited in the office of the said City Surveyor. And this Board doth adjudge that the expense of extending the said Portland street, as aforesaid, will amount to five hundred and fifteen thousand nine hundred and sixty-seven dollars; and that the damages to the estates, parts of which are taken as aforesaid, are the sums set against them respectively in the schedule hereto annexed.

Estimate of Damages occasioned by the Extension of Portland street to Dock square. 1871.

ESTATES.	Number on the Street.	Sq. feet of land taken.	Price per foot.	Value of land taken.	Value of buildings before extension.	Value of buildings after extension.	Value of old material to be cut off.	Damages to buildings, owners and occupants.	Total amount of damages to each estate.
Heirs of Samuel Whitwell	Hanover and Elm streets	6,108	$12.00	$73,296	$30,000	$2,000	$3,000	$40,000	$113,296
B. F. Edmands and J. J. Rayner, trustees,	Hanover and Elm streets.....	1,800	16.00	28,800	20,000	.....	1,000	25,000	53,800
Samuel Stillman and wife and heirs of Sarah Hughes,	30 to 36 Elm street	710	14.00	9,940	5,000	500	100	8,500	18,440
Fifty Associates	27 to 31 Elm street	2,291	16.00	36,656	20,000	600	600	20,000	56,656
Fifty Associates, trustees..	59 Brattle to 39 Elm street.....	13,440	9.50	127,680	35,000	.....	3,000	35,000	162,680
Heirs of Edward Tuckerman, ...	Washington St. Dock Square & Brattle street	1,459	55.00	80,245	35,000	15,000	1,000	30,850	111,095
		25,808		$356,617	$145,000	$18,100	$8,700	$159,350	$515,967

City Document.—No. 47.

CITY OF BOSTON.

EXTENSION

OF

DEVONSHIRE STREET,

FROM

STATE STREET TO DOCK SQUARE.

1871.

CITY OF BOSTON.

IN BOARD OF STREET COMMISSIONERS, June 10, 1871.

Resolved, That the safety and convenience of the inhabitants of the city require that Devonshire street should be extended fifty feet wide through Wilson's lane to Dock square; and for that purpose it is necessary to take and lay out as a public street or way of the said city, a parcel of land belonging to CHARLES W. GALLOUPE, bounded as follows, viz:—

Westwardly by the westerly line of the proposed extension of Devonshire street, there measuring sixty-six feet; northwardly by land hereinafter described as taken from Charles Davenport, thirty-four and $\frac{4}{100}$ feet; eastwardly by Wilson's lane, sixty-seven and $\frac{56}{100}$ feet; and southwardly by State street, thirty-eight feet; containing twenty-four hundred and eleven square feet, more or less.

A parcel of land belonging to CHARLES DAVENPORT, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring twenty-two and $\frac{90}{100}$ feet; northwardly by land hereinafter described as taken from the heirs of John Codman, thirty-one and $\frac{60}{100}$ feet; eastwardly by Wilson's lane, twenty-four and $\frac{17}{100}$ feet; and southwardly by land before described as taken from Charles W. Galloupe, thirty-four and $\frac{4}{100}$ feet; containing seven hundred and sixty-three square feet, more or less.

A parcel of land belonging to the HEIRS OF JOHN CODMAN, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring fifty-

six feet; northwardly by land hereinafter described as taken from George Howe, thirty-six and $\frac{20}{100}$ feet; eastwardly by Wilson's lane, sixty-one and $\frac{20}{100}$ feet; and southwardly by land before described as taken from Charles Davenport, thirty-one and $\frac{66}{100}$ feet, containing nineteen hundred and fifty-seven square feet, more or less.

A parcel of land belonging to GEORGE HOWE, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring twenty-nine and $\frac{60}{100}$ feet; northwardly by land hereinafter described as taken from Alvin D. Puffer, thirty-eight and $\frac{63}{100}$ feet; eastwardly by Wilson's lane, twenty-three and $\frac{16}{100}$ feet; southwardly by the same, one foot and $\frac{66}{100}$ of a foot; and again southwardly by land before described as taken from the heirs of John Codman, thirty-six and $\frac{20}{100}$ feet; containing nine hundred and ninety-three square feet more or less.

A parcel of land belonging to ALVIN D. PUFFER, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring seventeen and $\frac{90}{100}$ feet; northwardly by land hereinafter described as taken from the Massachusetts General Hospital and from the heirs of Henry Sargent, being an irregular line, thirty-nine and $\frac{80}{100}$ feet; eastwardly by Wilson's lane, seventeen and $\frac{75}{100}$ feet; and southwardly by land before described as taken from George Howe, thirty-eight and $\frac{63}{100}$ feet; containing six hundred and eighty-three square feet, more or less.

A parcel of land belonging to the MASSACHUSETTS GENERAL HOSPITAL, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring seventeen and $\frac{30}{100}$ feet; northwardly by land hereinafter described as taken from Joseph Comer and others, trustees, twenty-five feet; eastwardly by land hereinafter described as taken from the heirs of Henry Sargent, sixteen and $\frac{76}{100}$ feet; and southwardly by land before described as taken from Alvin

D. Puffer, being an irregular line, twenty-four and $\frac{5}{100}$ feet; containing four hundred and six square feet, more or less.

A parcel of land belonging to JOSEPH COMER, BENJAMIN F. BROOKS, and JOSEPH A. LAFORME, Trustees, bounded as follows, viz.: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring twenty-two and $\frac{40}{100}$ feet; northwardly by land hereinafter described as taken from the heirs of Sally Henry, and from George Allen and William Noble, twenty-five and $\frac{75}{400}$ feet; eastwardly by land hereinafter described as taken from the heirs of Henry Sargent, twenty-four and $\frac{95}{100}$ feet; and southwardly by land before described as taken from the Massachusetts General Hospital, twenty-five feet; containing six hundred square feet, more or less.

A parcel of land belonging to the HEIRS OF SALLY HENRY, bounded as follows, viz: westwardly by the westerly line of the proposed extension of Devonshire street, there measuring thirty-two and $\frac{50}{100}$ feet; southwestwardly by the same, being a curved line, ten and $\frac{44}{100}$ feet; northwardly by Washington street, thirteen and $\frac{65}{100}$ feet; eastwardly by the same, and by land hereinafter described as taken from George Allen and William Noble, being an irregular line, forty-four and $\frac{68}{100}$ feet; and southwardly by land before described as taken from Joseph Comer and others, trustees, fifteen feet; containing four hundred and seventy-five square feet, more or less.

A parcel of land belonging to GEORGE ALLEN and WILLIAM NOBLE, bounded as follows, viz: westwardly by land before described as taken from the heirs of Sally Henry, being an irregular line, there measuring forty-three and $\frac{45}{100}$ feet; northwardly by Washington street, twenty-two and $\frac{79}{100}$ feet; eastwardly by land hereinafter described as taken from the heirs of Henry Sargent, being an irregular line, fifty-two and $\frac{63}{100}$ feet; and southwardly by the same, and by land before described as taken from Joseph Comer and others, trustees, eleven and $\frac{42}{100}$

feet; containing seven hundred and eighty-three square feet, more or less.

A parcel of land belonging to the HEIRS OF HENRY SARGENT, bounded as follows, viz.: westwardly by land before described as taken from the Massachusetts General Hospital, and from Joseph Comer and others, trustees, there measuring forty-one and $\frac{71}{100}$ feet; northwardly by land before described as taken from George Allen and William Noble, $\frac{67}{100}$ of a foot; again westwardly by the same, being an irregular line, fifty-two and $\frac{63}{100}$ feet; again northwardly by Washington street, eighteen and $\frac{58}{100}$ feet; eastwardly by Wilson's lane, one hundred and $\frac{77}{100}$ feet; and southwardly by the same and by land before described as taken from Alvin D. Puffer, twenty and $\frac{10}{100}$ feet; containing sixteen hundred and forty-six square feet, more or less.

And whereas, due notice has been given of the intention of this Board to take the said parcels of land for the purpose aforesaid, as appears by the return hereunto annexed: *It is therefore ordered*, That the parcels of land before described be, and the same hereby are, taken and laid out as a public street or way of the said city, according to a plan of the said extension made by Thomas W. Davis, City Surveyor, dated March 21, 1871, and deposited in the office of the said City Surveyor. And this Board doth adjudge that the expense of extending the said Devonshire street, as aforesaid, will amount to four hundred and sixty-seven thousand four hundred and seventy-three dollars; and that the damages to the estates, parts of which are taken as aforesaid, are the sums set against them respectively on the schedule hereto annexed.

Estimate of Damages occasioned by the extension of Devonshire street to Dock square. — 1871.

ESTATES.	Number on the street.	Sq. feet of land taken	Price per foot.	Value of land taken.	Value of buildings before extension.	Value of buildings after extension.	Value of old materials to be cut off.	Damages to buildings, owners and occupants.	Total amount of damages to each estate.
Charles W. Galloupe	20 to 24 State st.	2,411	70	$168,770	$55,000	$5,000	$2,500	$60,000	$228,770
Charles Davenport	2 Wilson's lane.	763	15	11,445	20,000	15,000	500	11,000	22,445
Heirs of John Codman	6 " "	1,957	14	27,398	15,000	. . .	700	18,000	45,398
George Howe	8 " "	993	14	13,902	12,000	9,000	500	6,000	19,902
Alvin D. Puffer	10 " "	683	12	8,196	22,000	17,000	400	7,600	15,796
Mass. Gen. Hospital	28 Washington st.	406	10	4,060	12,000	9,000	. . .	6,000	10,060
Joseph Comer, B. F. Brooks and J. A. Laforme, trustees,	20 to 24 Washington street.	600	10	6,000	22,000	19,000	300	7,500	13,500
Heirs of Sally Henry	10 & 12 Wash. st.	475	30	14,250	3,500	. . .	. . .	7,000	21,250
George Allen and Wm. Noble.	6 " 8 " "	783	30	23,490	12,000	. . .	1,200	15,250	38,740
Heirs of Henry Sargent . . .	24 Wilson's lane, and 2 & 4 Washington street.	1,646	22	36,212	14,000	. . .	1,200	15,400	51,612
		10,717		$313,723	$187,500	$74,000	$7,300	$153,750	$467,473

City Document.—No. 48.

CITY OF BOSTON.

WIDENING

OF

PORTLAND STREET,

FROM

HANOVER TO CAUSEWAY STREET.

1871.

CITY OF BOSTON.

IN BOARD OF STREET COMMISSIONERS,
June 10, 1871.

Resolved, That the safety and convenience of the inhabitants of the city require that PORTLAND STREET should be widened to sixty feet, on the northeasterly side, from Hanover to Causeway street, and for that purpose it is necessary to take and lay out as a public street or way of the said city, a parcel of land belonging to THE HEIRS OF SALLY ATKINS, bounded as follows, viz: northeastwardly by the proposed line of widening of Portland street, there measuring ninety-seven feet; southeastwardly by Hanover street, thirty and $\frac{10}{100}$ feet; southwestwardly by the present line of Portland street, fifty and $\frac{79}{100}$ feet; northwestwardly by the same, one and $\frac{21}{100}$ feet; again southwestwardly by the same, forty-eight and $\frac{58}{100}$ feet; and again northwestwardly by land hereinafter described as taken from George Hubbard, twenty-nine and $\frac{93}{100}$ feet: containing twenty-nine hundred and forty-six square feet, more or less.

A parcel of land belonging to GEORGE HUBBARD, bounded as follows, viz: northeastwardly by the proposed line of widening of Portland street, there measuring seventeen and $\frac{70}{100}$ feet; southeastwardly by land before described as taken from the heirs of Sally Atkins, twenty-nine and $\frac{93}{100}$ feet; southwestwardly by the present line of Portland street, seventeen and $\frac{70}{100}$ feet; and northwestwardly by land hereinafter described as taken from Abigail Bodwell, twenty-nine and $\frac{89}{100}$ feet: containing five hundred and twenty-nine square feet, more or less.

A parcel of land belonging to ABIGAIL BODWELL, bounded as follows, viz: northeastwardly by the proposed line of widening

of Portland street, there measuring fifty-two and $\frac{80}{100}$ feet; southeastwardly by land before described as taken from George Hubbard, twenty-nine and $\frac{89}{100}$ feet; southwestwardly by the present line of Portland street, fifty-one and $\frac{78}{100}$ feet; and northwestwardly by land hereinafter described as taken from David B. Tower, twenty-nine and $\frac{85}{100}$ feet: containing fifteen hundred and sixty square feet, more or less.

A parcel of land belonging to DAVID B. TOWER, bounded as follows, viz: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-six and $\frac{15}{100}$ feet; southeastwardly by land before described as taken from Abigail Bodwell, twenty-nine and $\frac{85}{100}$ feet; southwestwardly by the present line of Portland street, twenty-six and $\frac{54}{100}$ feet; and northwestwardly by land hereinafter described as taken from Mary H. Bailey, twenty-nine and $\frac{79}{100}$ feet: containing seven hundred and eighty-five square feet, more or less.

A parcel of land belonging to MARY H. BAILEY, bounded as follows, viz: northeastwardly by the proposed line of widening of Portland street, there measuring sixty-one and $\frac{65}{100}$ feet; southeastwardly by land before described as taken from David B. Tower, twenty-nine and $\frac{79}{100}$ feet; southwestwardly by the present line of Portland street, sixty-two and $\frac{29}{100}$ feet; and northwestwardly by land hereinafter described as taken from Moses W. Merrill and others, twenty-nine and $\frac{72}{100}$ feet: containing eighteen hundred and forty-four square feet, more or less.

A parcel of land belonging to MOSES W. MERRILL, JOSEPH SAWYER and JAMES MORRISON, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring sixty and $\frac{50}{100}$ feet; southeastwardly by land before described as taken from Mary H. Bailey, and by the present line of Portland street, thirty-two and $\frac{32}{100}$ feet; southwestwardly by the present line of Portland street, thirty and $\frac{54}{100}$ feet; northwestwardly by the same, five and $\frac{40}{100}$ feet; again

southwestwardly by the same, thirty one and $\frac{82}{100}$ feet; and again northwestwardly by land hereinafter described as taken from Charles Hubbard, twenty-six and $\frac{28}{100}$ feet: containing seventeen hundred and seventy-six square feet, more or less.

A parcel of land belonging to CHARLES HUBBARD, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-nine and $\frac{32}{100}$ feet; southeastwardly by land before described as taken from Moses W. Merrill and others, and by the present line of Portland street, thirty and $\frac{47}{100}$ feet; southwestwardly by the present line of Portland street, twenty-eight feet; and northwestwardly by land hereinafter described as taken from Catherine Wells, thirty and $\frac{1}{100}$ feet: containing eight hundred and sixty-six square feet, more or less.

A parcel of land belonging to CATHERINE WELLS, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring thirty-five feet; southeastwardly by land before described as taken from Charles Hubbard, thirty and $\frac{1}{100}$ feet; southwestwardly by the present line of Portland street, thirty-one and $\frac{17}{100}$ feet; northwestwardly by land hereinafter described as taken from Ellen J. Dooley, twenty-one feet; southeastwardly by the same, four and $\frac{25}{100}$ feet; and again northwestwardly by the same, eight and $\frac{84}{100}$ feet; containing nine hundred and sixty-three square feet, more or less.

A parcel of land belonging to ELLEN J. DOOLEY, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-two feet; southeastwardly by land before described as taken from Catherine Wells, eight and $\frac{84}{100}$ feet; again northeastwardly by the same, four and $\frac{25}{100}$ feet; again southeastwardly by the same, twenty-one feet; southwestwardly by the present line of Portland street, twenty-six feet; and northwestwardly by land hereinafter described as taken from a person, or persons, unknown, thirty and

$\frac{4}{100}$ feet: containing seven hundred and forty-five square feet, more or less.

A parcel of land belonging to A PERSON, OR PERSONS, UNKNOWN (being a portion of a common passage-way), bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring five feet; southeastwardly by land before described as taken from Ellen J. Dooley, thirty and $\frac{4}{100}$ feet; southwestwardly by the present line of Portland street, five feet; and northwestwardly by land hereinafter described as taken from Levi Boles, thirty and $\frac{6}{100}$ feet: containing one hundred and fifty square feet, more or less.

A parcel of land belonging to LEVI BOLES, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring forty-three and $\frac{40}{100}$ feet: southeastwardly by land before described as taken from a person, or persons, unknown, thirty and $\frac{6}{100}$ feet; southwestwardly by the present line of Portland street, forty-four and $\frac{75}{100}$ feet: and northwestwardly by Sudbury street, thirty and $\frac{57}{100}$ feet; containing thirteen hundred and thirty-five square feet, more or less.

A parcel of land belonging to GEORGE N. BLACK, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring fifty feet; southeastwardly by Sudbury street, twenty-six and $\frac{28}{100}$ feet; southwestwardly by the present line of Portland street, forty-eight and $\frac{50}{100}$ feet; and northwestwardly by land hereinafter described as taken from Jeremiah Stimson, twenty-one and $\frac{40}{100}$ feet: containing eleven hundred and sixty-nine square feet, more or less.

A parcel of land belonging to JEREMIAH STIMSON, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring forty feet; southeastwardly by land before described as taken from George N. Black, twenty-one and $\frac{40}{100}$ feet; southwestwardly by the present line of Portland street, thirty-nine and $\frac{88}{100}$ feet; and north-

westwardly by land hereinafter described as taken from Levi Boles, twenty and $\frac{72}{100}$ feet: containing eight hundred and thirty-seven square feet, more or less.

A parcel of land belonging to LEVI BOLES, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring forty and $\frac{22}{100}$ feet; southeastwardly by land before described as taken from Jeremiah Stimson, twenty and $\frac{72}{100}$ feet; southwestwardly by the present line of Portland street, forty and $\frac{32}{100}$ feet; and northwestwardly by land hereinafter described as taken from Reuben Reed, twenty and $\frac{56}{100}$ feet: containing eight hundred and twenty-eight square feet, more or less.

A parcel of land belonging to REUBEN REED, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring thirty-eight and $\frac{98}{100}$ feet; southeastwardly by land before described as taken from Levi Boles, twenty and $\frac{56}{100}$ feet; southwestwardly by the present line of Portland street, thirty-eight and $\frac{98}{100}$ feet; and northwestwardly by land hereinafter described as taken from Joshua W. Clapp, twenty and $\frac{35}{100}$ feet: containing seven hundred and ninety-four square feet, more or less.

A parcel of land belonging to JOSHUA W. CLAPP, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring forty-three and $\frac{17}{100}$ feet; southeastwardly by land before described as taken from Reuben Reed, twenty and $\frac{35}{100}$ feet; southwestwardly by the present line of Portland street, forty three and $\frac{17}{100}$ feet; and northwestwardly by land hereinafter described or taken from Hepsey Fenton, twenty and $\frac{10}{100}$ feet: containing eight hundred and seventy square feet, more or less.

A parcel of land belonging to HEPSEY FENTON, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-one and $\frac{75}{100}$ feet; southeastwardly by land before described as taken from Joshua

W. Clapp, twenty and $\frac{10}{100}$ feet; southwestwardly by the present line of Portland street, twenty-one and $\frac{75}{100}$ feet; and northwestwardly by land hereinafter described as taken from Orel Towle, twenty and $\frac{14}{100}$ feet: containing four hundred and thirty-six square feet, more or less.

A parcel of land belonging to OREL TOWLE, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring nineteen feet; southeastwardly by land before described as taken from Hepsey Fenton, twenty and $\frac{14}{100}$ feet; southwestwardly by the present line of Portland street, nineteen feet; and northwestwardly by land hereinafter described as taken from Rebecca Warriner, twenty and $\frac{16}{100}$ feet: containing three hundred and eighty-one square feet, more or less.

A parcel of land belonging to REBECCA WARRINER, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring nineteen and $\frac{90}{100}$ feet; southeastwardly by land before described as taken from Orel Towle, twenty and $\frac{16}{100}$ feet; southwestwardly by the present line of Portland street, eighteen and $\frac{4}{100}$ feet; and northwestwardly by Market street, twenty and $\frac{20}{100}$ feet: containing three hundred and eighty-two square feet, more or less.

A parcel of land belonging to WILLIAM C. BURGESS, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring sixty-eight and $\frac{90}{100}$ feet; southeastwardly by Market street, twenty feet; southwestwardly by the present line of Portland street, sixty feet; and northwestwardly by a curved line connecting Portland and Merrimac streets, twenty-seven and $\frac{74}{100}$ feet: containing fourteen hundred and seven square feet, more or less.

A parcel of land belonging to BENJAMIN BEAL AND THE HEIRS OF A. FLOYD, bounded as follows, viz; northeastwardly by the proposed line of widening of Portland street, there measuring thirty-three and $\frac{27}{100}$ feet; southwardly by Merrimac street,

thirty-eight and $\frac{72}{100}$ feet; and northwestwardly by land hereinafter described as taken from William Sohier, twenty feet: containing three hundred and thirty-three square feet, more or less.

A parcel of land belonging to WILLIAM SOHIER, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring one hundred and twenty-eight and $\frac{25}{100}$ feet; southeastwardly by land before described as taken from Benjamin Beal and others, twenty feet; southwestwardly by the present line of Portland street, one hundred twenty-eight and $\frac{25}{100}$ feet; and northwestwardly by Traverse street, twenty feet: containing twenty-five hundred and sixty-five square feet, more or less.

A parcel of land belonging to HARRISON PARKER, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring seventy and $\frac{8}{100}$ feet; southeastwardly by Traverse street, twenty feet; southwestwardly by the present line of Portland street, seventy and $\frac{8}{100}$ feet; and northwestwardly by land hereinafter described as taken from Leonard Ware, twenty feet: containing fourteen hundred and two square feet, more or less.

A parcel of land belonging to LEONARD WARE, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring eighty-one feet; southeastwardly by land before described as taken from Harrison Parker, twenty feet; southwestwardly by the present line of Portland street, eighty-one feet; and northwestwardly by land hereinafter described as taken from William J. Slade, twenty feet: containing sixteen hundred and twenty square feet, more or less.

A parcel of land belonging to WILLIAM J. SLADE, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-seven feet; southeastwardly by land before described as taken from Leonard Ware, twenty feet; southwestwardly by the present line of

Portland street, twenty-seven feet; and northwestwardly by land hereinafter described as taken from Lewis B. Bailey, twenty feet: containing five hundred and forty square feet, more or less.

A parcel of land belonging to LEWIS B. BAILEY, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring fifty-four feet; southeastwardly by land before described as taken from William J. Slade, twenty feet; southwestwardly by the present line of Portland street, fifty-four feet; and northwestwardly by land hereinafter described as taken from James Blake, twenty feet: containing one thousand and eighty square feet, more or less.

A parcel of land belonging to JAMES BLAKE, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring twenty-seven feet; southeastwardly by land before described as taken from Lewis B. Bailey, twenty feet; southwestwardly by the present line of Portland street, twenty-seven feet; and northwestwardly by land hereinafter described as taken from H. Hollis Hunnewell, trustee, twenty feet: containing five hundred and forty square feet, more or less.

A parcel of land belonging to H. HOLLIS HUNNEWELL, trustee, bounded as follows, viz.: northeastwardly by the proposed line of widening of Portland street, there measuring two hundred thirty-eight and $\frac{58}{100}$ feet; southeastwardly by land before described as taken from James Blake, twenty feet; southwestwardly by the present line of Portland street, two hundred forty and $\frac{92}{100}$ feet; and northwestwardly by Causeway street, twenty and $\frac{5}{100}$ feet: containing forty-seven hundred and ninety-five square feet, more or less.

And whereas due notice has been given of the intention of this Board to take the said parcels of land for the purpose aforesaid, as appears by the return hereunto annexed, *It is therefore ordered*, That the parcels of land before described be,

and the same hereby are, taken and laid out as a public street or way of the said city, according to a plan of the said widening made by Thos. W. Davis, City Surveyor, dated March 21, 1871, and deposited in the office of the said City Surveyor. And this Board doth adjudge that the expense of widening the said Portland street, as aforesaid, will amount to four hundred and forty-eight thousand six hundred sixty-seven and $\frac{50}{100}$ dollars; and that the damages to the estates, parts of which are taken as above, are the sums set against them respectively in the schedule hereto annexed.

Estimate of Damages occasioned by the widening of Portland street, from Hanover to Causeway street. 1871.

ESTATES.	Number on the street.	Square feet of land taken.	Price per foot.	Value of land taken.	Value of buildings before widening.	Value of buildings after widening.	Value of old materials to be cut off.	Damages to buildings, owners, and occupants.	Total amount of damages to each estate.
Heirs of Sally Atkins	86 to 90 Hanover street and 7 Portland street	2,946	$14.50	$42,717.00	$12,000	$1,000	$1,000	$13,000	$55,717.00
George Hubbard	9 Portland street	529	7.00	3,703.00	3,500	. . .	500	3,500	7,203.00
Abigail Bodwell	11, 13 and 15 Portland street	1,560	7.00	10,920.00	10,500	. . .	1,500	9,800	20,720.00
David B. Tower	19 " "	785	7.00	5,495.00	600	100	100	1,000	6,495.00
Mary H. Bailey	21 to 37 " "	1,844	7.00	12,908.00	35,000	20,000	2,000	22,500	35,408.00
Moses W. Merrill, Joseph Sawyer, and James Morrison	41 to 49 " "	1,776	7.00	12,432.00	11,000	2,000	900	9,500	21,932.00
Charles Hubbard	51 " "	866	7.00	6,062.00	2,000	. . .	200	2,400	8,462.00
Catherine Wells	55 " "	963	7.00	6,741 00	1,500	. . .	100	1 800	8,541.00
Ellen J. Dooley	57 and 59 " "	745	8.00	5,960.00	9,000	1,000	1,000	9,000	14,960.00
Unknown owners	Passageway	150	. .	. . . .	. . .	. . .	. .	. . .	. . . .
Levi Boles	61 and 63 Portland street and cor. Sudbury street	1,335	12 00	16,020.00	5,200	2,000	200	3,600	19,620.00
George N. Black	Cor. Sudbury street	1,169	12.00	14,028 00	60,000	50,000	1,000	14,000	28,028.00
Jeremiah Stimson	71 to 75 Portland street	837	6.00	5,022 00	6,000	2,000	300	7,400	12,422.00
Levi Boles	77 to 83 " "	828	6.00	4,968.00	4,000	200	300	4,000	8 968.00
Reuben Reed	85 to 89 " "	794	6.00	4 764.00	12,000	6,000	1,000	8,000	12,764.00
Joshua W. Clapp	91 and 93 " "	870	5.50	4,785.00	5,000	500	500	5,000	9,785.00
Hepsey Fenton	97 " "	436	5.50	2,398.00	3,500	500	300	3,000	5,398.00
Orel Towle	99 and 101 " "	381	5.50	2 095 50	2,000	300	300	1,800	3 895 50
Rebecca Warriner	103 Portland and cor. Market street	382	7.00	2,674.00	1,600	300	300	1,500	4,174.00
William C. Burgess	Portland, Merrimac, & Market sts.	1,407	10.00	14,070.00	12,000	6,000	800	11,000	25,070.00
Benjamin Beal and heirs of A. Floyd	67 and 69 Merrimac street	333	6.00	1,998 00	2,000	1,800	. .	700	2,698.00
William Sohier	121 to 131 Portland and cor. Traverse street	2,565	6.00	15,390.00	30,000	15,000	2,000	25,000	40,390.00
Harrison Parker	133 to 137 Portland and cor. Traverse street	1,402	6.00	8,412.00	16,000	8,000	1,000	13,000	21,412.00
Leonard Ware	139 to 149 Portland street	1,620	4.50	7,290.00	4,500	1,500	200	3,600	10,890.00
William J. Slade	151 and 153 " "	540	4.00	2,160.00	2,000	500	. .	2,400	4,560.00
Lewis B. Bailey	155 and 157 " "	1,080	4.00	4,320.00	2,000	500	. .	2,000	6,320.00
James Blake	169 " "	540	4.00	2,160.00	3,500	2,000	100	1,700	3,860.00
H. Hollis Hunnewell, trustee	173 to 199 Portland and cor. Causeway street	4,795	5.00	23,975.00	11,000	1,000	1,000	25,000	48,975.00
		33.478	. . . .	$243,467.50	$267,400	$122,200	$16.600	$205,200	$448,667.50

City Document.— No. 49.

CITY OF BOSTON.

AUDITOR'S MONTHLY EXHIBIT.

JUNE 7, 1871.

CITY OF BOSTON.

GENERAL AND SPECIAL APPROPRIATIONS FOR 1871-72.

MONTHLY EXHIBIT.

OFFICE OF THE AUDITOR OF ACCOUNTS, CITY HALL,
June 7, 1871.

TO THE HONORABLE CITY COUNCIL:

GENTLEMEN, — The undersigned, in compliance with the third Section of the Ordinance on Finance, herewith presents an Exhibit of the General and Special Appropriations for the present financial year of 1871–72, as shown in the books in his office, June 1, 1871, including the June draft, being two months' payments of the financial year, — exhibiting the original appropriations, the amount expended, and the balance of each unexpended at that date.

Respectfully submitted.

ALFRED T. TURNER,

Auditor of Accounts.

GENERAL APPROPRIATIONS.

Object of Appropriations.	Amount of each Appropriation.	Expended.	Bal. Unexpended.
Advertising	$4,000 00	$297 52	3,702 48
Annuities	800 00	.....	800 00
Armories	25,000 00	266 50	24,733 50
Bells and Clocks	3,800 00	213 34	3,586 66
Boston Harbor	10,000 00	694 44	9,305 56
Bridges	27,000 00	1,744 59	25,255 41
Cemeteries	14,200 00	2,277 47	11,922 53
Chestnut Hill Driveway	5,000 00	.....	5,000 00
City Debt	77,625 00	.....	77,625 00
City Hospital	110,600 00	18,631 01	91,968 99
Common, etc.	87,850 00	28,337 01	59,512 99
Contingent Funds, viz:			
Joint Committees of the City Council	3,000 00	430 11	2,569 89
Mayor	1,500 00	45 00	1,455 00
Board of Aldermen	1,500 00	63 00	1,437 00
Common Council	3,024 00	18 00	3,006 00
County of Suffolk	275,000 00	17,217 50	257,782 50
East Boston Ferries	208,500 00	28,656 56	179,843 44
Engineer's Department	18,000 00	2,967 66	15,032 34
Fire Alarm Department	33,718 00	5,987 44	27,730 56
Fire Department	359,310 00	88,219 70	271,090 30
Health Department	350,000 00	53,659 82	296,340 18
Interest and Premium	1,252,000 00	12,740 00	1,239,260 00
Incidental Expenses	90,976 00	1,283 00	89,693 00
Lamps	350,000 00	55,488 42	294,511 58
Markets	10,500 00	1,869 97	8,630 03
Mount Hope Cemetery, Add Revenue rec'd, $4,907.06	21,000 00	5,186 48	20,720 58
Militia Bounty	50,000 00	.....	50,000 00
Overseers of the Poor	67,200 00	1,455 82	65,744 18
Old Claims	1,500 00	39 75	1,460 25
Paving	1,000,000 00	88,273 01	911,726 99
Police	607,500 00	95,617 17	511,882 83
Printing and Stationery	35,000 00	5,104 14	29,895 86
Public Baths	37,000 00	11,111 39	25,888 61
Public Buildings	95,000 00	8,464 75	86,535 25
Public Institutions, viz:			
House of Industry	146,500 00	9,223 77	137,276 23
House of Correction	90,000 00	8,477 82	81,522 18
Lunatic Hospital	73,000 00	5,290 17	67,709 83
Pauper Expenses	17,000 00	1,613 27	15,386 73
Steamboat "Henry Morrison"	13,000 00	1,117 07	11,882 93
Quarantine Department	12,500 00	415 69	12,084 31
Office Expenses	7,800 00	1,301 45	6,498 55
Receiving House Deer Island	12,000 00	1,625 02	10,374 98
New Work Shop " "	10,000 00	.....	10,000 00
Laying Water Pipe and Boilers "	[1] 10,010 30	.....	10,010 30
Carried forward	$5,628,913 30	$565,424 83	$5,068,395 53

[1] $2,010.30 of this amount brought from last year.

OBJECT OF APPROPRIATIONS.	Amount of each Appropriation.	Expended.	Bal. Unexpended.
Brought forward	$5,628,913 30	$565,424 83	$5,068,395 53
Public Lands	10,000 00	1,143 84	8,856 16
Public Library	67,000 00	10,576 43	56,423 57
Reserved Fund	300,000 00	.....	300,000 00
Salaries	137,000 00	18,121 01	118,878 99
Schools and School-houses, viz:			
School Instructors . . .	875,000 00	140,177 96	734,822 04
Schools Expenses, School Committee	67,000 00	4,928 84	62,071 16
Salaries Officers, School Committee	22,500 00	3,578 00	18,922 00
School-Houses, Public Buildings .	240,000 00	25,412 21	214,587 79
Sealers of Weights and Measures .	9,565 00	1,514 25	8,050 75
Sewers	100,000 00	8,883 09	91,116 91
Sinking Fund Commissioners . .	2,500 00	99 65	2,400 35
State Tax	933,775 00	.....	933,775 00
Surveyor's Department . . .	26,000 00	3,994 97	22 005 03
Survey of Roxbury	[1] 7,224 53	1,157 67	6,066 86
Survey of Dorchester . . .	[2] 4,829 33	866 85	3,962 48
Unliquidated Street Claims . .	65,000 00	1,106 25	63,893 75
War Expenses	500 00	.....	500 00
Water Works	274,000 00	25,817 96	248,182 04
Water Works, Interest and Premium	586,000 00	1,125 00	584,875 00
Widening Streets	150,000 00	6,133 87	143,866 13
Total appropriations, $9,500,743 00		$820,062 68	$8,691,651 54
Balances from 1870–71, 6,064 16			
	$9,506,807 16		
Add Revenue	4,907 06		
	$9,511,714 22		

[1] $2,224 53 of this amount brought from last year.

[2] $1,829 33 of this amount brought from last year.

RECAPITULATION.

	Appropriations, Revenues, etc.	Expended.	Unexpended.
General	$9,511,714 22	$820,062 68	$8,691,651 54
Special	2,661,931 62	444,224 15	2,217,707 47
	$12,173,645 84	$1,264,286 83	$10,909,359 01

SPECIAL APPROPRIATIONS.

[Under this head, the appropriations are the balances brought from last financial year, and appropriations made the present financial year.]

OBJECT OF APPROPRIATIONS.	Loan, Revenue, or from Transfers.	Expended.	Unexpended.
Atlantic Avenue (loan)	$130,739 87	$24,067 47	$106,672 40
Broadway Extension (loans)	112,017 52	15,016 69	97,000 83
Canton Street Grading (loan)	47,597 79	7,403 39	40,194 40
Chestnut Hill Reservoir (loans)	26,228 05	5,686 86	20,541 19
Church Street District (loans)	29,913 92	.....	29,913 92
Engine and Hose House, Tremont Street (loan)	20,000 00	.....	20,000 00
Fort Hill Improvement (loan)	352,795 26	105,445 97	247,349 29
Grading Madison Square (transfer)	12,000 00	.....	12,000 00
Harrison Avenue Extension (loan)	150,143 00	16,680 57	133,462 43
Home for Poor, Deer Island (transfers)	225,000 00	.....	225,000 00
Memorial Monument Boston Common (transfer)	75,000 00	.....	75,000 00
New Building House of Correction (transfer)	3,000 00	.....	3,000 00
New Lunatic Hospital (loans and appropriation)	105,891 62	.....	105,891 62
New Main Pipe East Boston (reserved fund)	24,369 67	91 75	24,277 92
Oliver street (revenue)	.....	.....	.....
Police Station House, District Nine (loan)	34,000 00	8,838 75	25,161 25
Primary School-House, Shurtleff District (transfer)	35,915 75	12,663 37	23,252 38
Scollay's Building (loan)	134,977 25	97 75	134,879 50
Shawmut Avenue Extension (loan)	132,905 06	5,865 00	127,040 06
Soldiers' Relief (revenue)	141,798 34	8,126 66	133,671 68
Suffolk-street District (transfer and loan)	158,759 92	108,960 22	49,799 70
Ticknor Bequest (transfer)	3,000 00	760 00	2,240 00
Water Works, Wards 13, 14, 15 (loans)	14,716 25	329 60	14,386 65
Water Works, Ward 16 (loan)	137,701 29	49,266 92	88,434 37
Water to Deer Island (loans)	43,945 65	40,057 81	3,887 84
Water Street Grade Damages (transfer)	100,000 00	.....	100,000 00
Widening Boylston Street (loan)	3,292 95	.....	3,292 95
Widening Eliot Street (loan)	48,727 17	25,000 00	23,727 17
Widening Federal Street (loans)	1,619 41	.....	1,619 41
Widening Hanover Street (loan)	44,797 37	.....	44,797 37
Widening Hanover Street, No. 2 (loan)	140,522 77	9,527 37	130,995 40
Widening Kingston Street (loan)	160,907 00	.....	160,907 00
Widening Tremont Street (loans and transfer)	9,648 74	338 00	9,310 74
	$2,661,931 62	$444,224 15	$2,217,707 47

UNCOMPLETED PUBLIC BUILDINGS AND PUBLIC WORKS, MAY 1, 1871.

TOTAL APPROPRIATIONS AND EXPENDITURES FOR EACH.

The following table shows the total amount of appropriations made from time to time by the City Council, and the objects for which they were made, — the amount expended and balance unexpended, including the June draft: —

OBJECT OF APPROPRIATIONS.	Loan, Revenue, or from Transfers.	Expended.	Unexpended.
Atlantic Avenue (loan)	$1,200,000 00	$1,093,327 60	$106,672 40
Broadway Extension (loans)	1,000,000 00	902,999 17	97,000 83
Canton Street Grading (loans)	150,000 00	109,805 60	40,194 40
Chestnut Hill Reservoir (loans)	2,450,000 00	2,429,458 81	20,541 19
Church-street District (loans)	1,175,000 00	1,145,086 08	29,913 92
Fort Hill Improvement (loan)	1,250,000 00	1,002,650 71	247,349 29
Harrison Avenue Extension (loan)	220,000 00	86,537 57	133,462 43
New Lunatic Hospital (loans and appropriation)	148,000 00	42,108 38	105,891 62
New Main Pipe East Boston (reserved fund)	25,000 00	722 08	24,277 92
Oliver street (revenue)	185,607 45	341,725 17	($156,117.72 adv. by Treasurer.)
Primary School-House, Shurtleff District, (transfer)	36,000 00	12,747 62	23,252 38
Scollay's Building (loan)	135,000 00	120 50	134,879 50
Shawmut Avenue Extension (loan)	225,000 00	97,959 94	127,040 06
Suffolk-street District (transfer & loan)	506,244 00	456,444 30	49,799 70
Water Works, Wards 13, 14, 15 (loans)	700,983 03	686,596 38	14,386 65
Water Works, Ward 16 (loan)	375,000 00	286,565 63	88,434 37
Water to Deer Island (loans)	75,000 00	71,112 16	3,887 84
Widening Boylston Street (loan)	115,000 00	111,707 05	3,292 95
Widening Eliot Street (loan)	390,000 00	366,272 83	23,727 17
Widening Federal Street (loans)	325,000 00	323,380 59	1,619 41
Widening Hanover Street (loan)	500,000 00	455,202 63	44,797 37
Widening Hanover Street, No. 2 (loans)	820,000 00	689,004 60	130,995 40
Widening Kingston Street (loan)	225,000 00	64,093 00	160,907 00
Widening Tremont St. (l'ns and transfer)	545,000 00	535,689 26	9,310 74
Total,	$12,776,834 48	$11,311,317 66	$1,621,634 54
Advanced by Treasurer,	156,117 72		
	$12,932,952 20		